

The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 20.78

(ESTABLISHED 1851.)

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July 24, 1915, Temperature 6 a.m. 83 2 p.m. 90
Humidity 84 65

July 24, 1914, Temperature 6 a.m. 79 2 p.m. 90
Humidity 88 64

2977 日三十月六

SATURDAY, JULY 24, 1915.

大拜禮 日四廿月七年五 SINGLE COPY 10 CENTS
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS

FRENCH STORY OF DARDANELLES OPERATIONS.

"THERE WAS NO STOPPING THE
BRITISH INFANTRY."

Enemy Navigation Stopped in the Black Sea.

TURKISH COLLIERIES CUT OFF BY RUSSIAN SUBMARINES.

[Reuter's Service to The "Telegraph."]

NATIONAL ECONOMY.

MR. ASQUITH RECEIVES A DEPUTATION.

July 23, 1.50 p.m.
In the House of Commons Mr. Asquith received an important deputation advocating greater national economy. The deputation urged the taxation on imported goods and a tax on lower grade incomes. Mr. Asquith replied that he had long been of the opinion that the latter should be proposed. While he thought an inquiry should be instituted on the subject of taxation on imports this needed serious consideration during the present exceptional circumstances. The Government and Mr. McKenna would give the matter their early attention.

COPPER FROM ROOFS OF CHURCHES.

FOR MUNITIONS PURPOSES.

July 23, 5.40 a.m.
Reuter's correspondent at Amsterdam says that an Austrian Cardinal has issued an order for a return to be made out showing the amount of copper available from the roofs of churches, for munitions purposes.

RUSSIAN SUBMARINES IN THE BLACK SEA.

July 23, 5.40 a.m.
Reuter's correspondent at Athens says that Russian submarines have practically stopped the navigation of enemy ships in the Black Sea. Consequently the Zangulidak collieries are cut off.

THE DARDANELLES.

FRENCH OFFICIAL REVIEW OF OPERATIONS.

July 23, 5.40 a.m.
According to Reuter's correspondent at Paris, an official review of the operations at the Dardanelles, from June 25 to the 9th inst., in describing the British attack of June 28, says there was no stopping the infantry once they had started. The report further says that two days prior to a Turkish general attack on the 5th inst., observers reported the arrival of 10,000 Turkish reinforcements. The attack characterised the display of resources which up till then had not been manifested by the Turks. A battleship anchored in the Narrows participated in the artillery preparation. Aeroplanes bombed the allied lines but the enemy infantry assaults were lifeless and spasmodic; there was no sign of any previous ardour and they were wiped out by rifle and maxim fire. After the failure of the attack 17 allied aeroplanes bombed Chanak.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

WAR TELEGRAMS.

EARLIER TELEGRAMS.

THE FIGHT FOR WARSAW.

July 22, 7.50 p.m.
Reuter's correspondent at Amsterdam reports:—That the battle for Warsaw continues with unabated fury is shown by tonight's Berlin communique, from which it may be also gathered that the Russians are holding successfully every vital point on the whole front, all the fortresses repelling the Germans, while the essential railways are, up to the present, intact.
The Germans claim successes in the Baltic Provinces, but regarding their great attack on the Russian fortress line along the Narow river the communique only says that the enemy has discontinued useless counter-attacks.
Further south, the Russians are offering the stoutest defence before Warsaw itself. The whole tract westward of Warsaw, is a huge bridgehead position, packed with Russian troops.
The Germans claim that they are investing Ivangorod and have stormed the bridgehead at Lagow, but the Austrians are admitted to be still only westward of the Vistula to the north of the fortress.
The communique claims that the Germans have taken 3,000 prisoners, and 11 machine-guns.
The only reference it makes to General von Mackensen's army is that the battle is proceeding.

RUSSIAN COMMUNIQUE.

FIERCE FIGHTING ON THE VISTULA.

July 23, 5.40 a.m.
An official communique issued at Petrograd records desperate fighting west of the Niemen and on the Narow rivers, and says that the Russians occupy the outlying defences of Ivangorod. The battle between the rivers Vistula and the Bug was again most desperate, several villages on the heights changing hands repeatedly.

The Russians on a wide front above Sokal cleared the right bank of the Bug, capturing 1,500 prisoners.

AUSTRIAN COMMUNIQUE.

CLAIMS OF LOCAL SUCCESSES.

July 23, 5.40 a.m.
Reuter's correspondent at Amsterdam reports that an Austrian communique claims that the German troops broke through the main Russian position west and south of Ivangorod, the Russians retiring to Ivangorod, and the right bank of the Vistula. They were under fire as they crossed the bridge. The Russians are stubbornly resisting east of the Vistula, where fighting continues.
The Russian lines were also pierced at several points on the Bag.

ITALIAN COMMUNIQUE.

AUSTRIANS REINFORCING.

July 23, 2.20 a.m.
An official communique issued at Rome states:—
Our offensive further developed along the whole Isonzo front yesterday, from Monte Nero to the Carso plateau.
Notwithstanding enemy counter-attacks designed to cut off our left from the Isonzo bridges, we everywhere maintained our positions and advanced at several points.
We captured another 500 prisoners and much arms and munitions.
Aerial reconnaissance and the statements of prisoners go to show that the enemy is receiving reinforcements, who according to the prisoners are brought in great haste to replace the enemy's very heavy losses.

WAR TELEGRAMS.

FRENCH COMMUNIQUE.

FRENCH WIN FIERCE BATTLE.

July 22, 5.25 p.m.
Reuter's correspondent at Paris reports:—Calm prevails over most of the front, but a local battle of almost incredible fierceness has taken place at Little Reicheckerskopf.
The communique says the battle opened on Tuesday night and raged all Wednesday. The Germans made nine consecutive counter-attacks. Despite the extreme desperation of the Germans, the French Chasseurs held every enemy effort and inflicted on them very heavy losses. All the positions were maintained and some progress was made.
The French northward of Munster have organised the positions captured at Lingé.
French aviators dropped twelve heavy bombs on the station at Autry, north-west of Binarville.
The communique also reports:—There has been calm in the Dardanelles since our success of July 13.

ENEMY AIR-RAID FAILS.

July 23, 1.50 a.m.
Last night's French communique states that enemy aviators in the district of Chalons attempted to bombard the villages and railway stations at which supply posts are established and were violently cannonaded. Their incendiary bombs caused no damage.
We have occupied, after a stubborn fight, the Lingé summit, north of Munster in the Vosges, and gained a footing in the quarries and wood south of the summit.

ALLIED PROGRESS IN THE DARDANELLES.

July 22, 8.40 p.m.
General Sir Ian Hamilton reports to-night fresh progress. The good marksmanship of the artillery hitting the enemy's guns, the British in the northern theatre successfully surprised and rushed a trench.
The Frenchmen in the southern theatre easily repulsed a Turkish attack on the 18th inst.
The British make daily progress in consolidating and extending their trenches and have captured a redoubt with insignificant loss.
The enemy's artillery fire has been active in both theatres.

GENERAL BOTHA HONOURED.

July 23, 5.40 a.m.
General Sir Louis Botha has arrived at Capetown where he received an ovation, reports Reuter's correspondent. The Town Council presented him with an address of admiration and gratitude and a sword of honour, subscribed for by the citizens.
General Botha, replying to the address, paid a tribute to the wonderful work of his troops, which would contribute to the development of a greater South Africa. He said South Africa could never be sufficiently grateful for the assistance of the British Navy.

REWARDS FOR INDIAN SOLDIERS.

July 22, 9.40 p.m.
In the House of Lords, Lord Sydenham asked whether the Raj was preparing a post-war scheme for granting lands to officers and men distinguishing themselves in the field, and whether Government posts would be available for non-agriculturalists.
Lord Islington warmly concurred in the tribute to the Indian troops, and declared that the Raj were fully alive to the importance of recognition of the services of the Indians. He pointed out that the Raj had already instituted enquiries concerning available lands, but there were many difficulties to overcome before the adoption of a satisfactory scheme would be possible. The question of Government posts was likewise surrounded with considerable difficulty. He could only say that the Raj were giving their close attention to the whole problem.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

A message from Amsterdam says that the battle of Warsaw is unabated.

A Petrograd communique records desperate fighting west of Neimen and on the Narow rivers.

The Germans claim that they are investing Ivangorod and have stormed the bridgehead at Lagow.

The Russians are offering the stoutest defence before Warsaw and the whole tract westward of Warsaw.

Sir Ian Hamilton reports fresh progress, also the good marksmanship of the artillery in hitting the enemy's guns.

No British merchantmen or fishing boats were sunk by enemy submarines during the week ending the 21st inst.

An Austrian Cardinal has issued an order for a return of the amount of copper available on the roofs of churches for munitions purposes.

A Berlin communique says that the Russians at the battle of Warsaw are holding successfully every vital point along the whole front.

Russian submarines have practically stopped the navigation of enemy ships in the Black Sea. Consequently the Zangulidak collieries are cut off.

A Rome communique says that our offensive further developed along the whole of the Isonzo front, yesterday, from Montenero to the Carso Plateau.

A French official review, of the operations at the Dardanelles, in describing the British attack of June 28, says there was no stopping the infantry once they had started.

A French official review says that the Turkish infantry assaults, during the Turkish general attack on the 5th inst., were lifeless and and spasmodic. They were wiped out by rifle maxim fire.

A Paris communique says that the Germans made nine consecutive counter-attacks and despite the desperation of the Germans, our Chasseurs held every enemy effort and inflicted heavy losses.

NEWS.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Wednesday, July 28.

Messrs. Charles Howitt and Phillips Co.—Theatre Royal.

Thursday, July 29.

Association of Exporters and Dealers of H.K.—annual meeting—4 p.m.

Extraordinary General meeting of Association of Exporters and Dealers of Hongkong—4.30 p.m.

Messrs. Charles Howitt and Phillips Co.—Theatre Royal.

Friday, July 30.

Messrs. Charles Howitt and Phillips Co.—Theatre Royal.

GENERAL NEWS.

Drought in Australia.
It is officially estimated that the loss of sheep by the drought in Australia is 15,000,000 head but that when details have come from all quarters the loss will be nearer 25,000,000.

\$20,000 Golf Bet.
Mr. Charles H. Grier, Philadelphia, has wagered \$20,000 to \$200 that if golf he can beat Dr. Edward Martin, of the surgical staff of Pennsylvania University Medical School. If he is defeated, says the *Central News*, Mr. Grier will give \$20,000 to endow a chair of surgical research.

Japanese Student Tourists.
Student tourists, eleven in number, including professors, from the Moko Imperial University arrived at Tientsin on the 10th inst., from Tsingtao. They stayed in Tientsin for a day inspecting several places, after which they started for Taishan and Kifu on the 12th.

The Franchise.

The Peking Government has decided that all Chinese (except those who are naturalized citizens of other countries), in the foreign settlements in Shanghai have the right of voting in the election of members of the Lifan Yuan (Legislative Council) and the Kuomintang Haiyi (the National Convention) and Magistrate Shen of the native city of Shanghai has been instructed to that effect.

Hanyeping Investigation.
The Chief of the General Audit Department, Sun Lao-chi, left Peking on the 11th for Shanghai. He was accompanied by Chao Chun-lien, special delegate of the Ministry of Finance, to make exhaustive investigation of the Hanyeping affairs at Shanghai, Hankow, Tientsin and Peking. It is understood that the mission is undertaken owing to the Japanese proposal to form a joint Sino-Japanese concern. The party arrived in Shanghai on the 15th inst.

Rubber and Adipose Tissue.
A comic case of attempted smuggling has just come to light at Copenhagen. When three well dressed men with a distinct tendency towards adiposity were about to step aboard the ferryboat for Sweden the Customs officials subjected them to a close scrutiny. Their uncommon stoutness was due not to over feeding, but to the presence of tyres wound closely round their bodies. Rubber exported is prohibited, and the three men, much reduced in size, were arrested, and measures are also to be taken against the firm by whom the material was supplied.

An Agricultural Bank.
We referred last week says the *National Review*, to the report that mining and industrial banks were to be established by the Ministries of Finance and of Agriculture and Commerce in Mukden and other places, and we took the opportunity to point out that Agricultural Banks had done much for India and even for advanced countries in Europe. It is therefore interesting to learn that the Ministry of Agriculture and Commerce is proposing the establishment of a system of agricultural banks for the assistance of agricultural enterprise in the less fertile regions and for the fostering of agricultural export and enterprise. This is a move in the right direction, and we hope to hear that the scheme has been thoroughly threshed out and is to be carried into effect as soon as may be.

Official Changes in China.
A mandate issued on the 11th inst., appoints Dr. Wellington Koo, Councillor of the Waichia Pa, Chinese Minister to Mexico in succession to Chen Loh, who is transferred to Unga as Chinese Resident-General. Dr. Koo is one of the very able foreign educated high officials in the Chinese Government, and whilst the Chinese press regards the promotion as well deserved it regrets the loss of his valuable services in diplomatic affairs in Peking. Dr. Koo will not proceed to Mexico at present owing to the disturbed conditions of that country. The Civil Governor of Fengtien, Chang Yuan-chi, has sent in his resignation. It is understood that his resignation is due to a disagreement with the Japanese Consul-General over the recent bomb incident at Mukden. *National Review*.

NOTICE.

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GERMAN "PEACE TERMS." UNCLAIMED TELEGRAMS.

Hope of Easing British Naval Pressure.

Washington, June 15.—It is evident that the resignation of Mr. Bryan is going to have but little effect on the German peace campaign or to becloud the submarine issue. Various newspapers publish the peace terms which, as intimated some time ago in this correspondence, Count Bernstorff is spreading abroad. These terms, it will be remembered, comprise Germany's acceptance of a virtual status quo in return for certain concessions, of which the so-called "freedom of the seas" is the chief.

Owing presumably to the advertisement recently given to American official dissatisfaction with our maritime procedure, especial stress is now being laid upon the latter point. Various Washington correspondents, obviously writing after visits to the German Embassy, explain Germany's chief wish to be the establishment of the principle that private no-contraband property at sea shall not be subject to capture unless it tries to run a regular blockade. If possible, Germany desires this rule to be imposed on the Allies at a peace conference. In default of that, her suggestion is that neutrals should combine to force the Allies to accept it. It is explained that the object of the submarine operations is to convince the world of the necessity for some such action.

Great play is being made by the German propagandists with the fact that the American delegates to the last Hague Conference were instructed to support something tantamount to the German proposal concerning the inviolability of private property.

The fact that Germany herself advocated at The Hague an increase of belligerent rights at sea and the hyper-illegality of the submarine "blockade" are conveniently forgotten.

With characteristic clumsiness Germany embarked simultaneously upon two other contradictory peace campaigns, one designed to corral the United States into being more friendly towards Germany if she wishes to take up the role of mediator, the other to flatter her into the belief that she could mediate to-morrow were it not for the overweening ambitions and callousness of the Allies. Not that the President in any case is likely to have been fooled by German intrigues. It may be said authoritatively that he proposes to remain as heretofore, deaf to all unofficial peace talk.

In the opinion of competent American observers the present outbreak of German peace talk differs from its predecessors only in the measure of its insipidity. It is felt that whereas formerly Germany was merely trying to saddle the Allies with the blame for the continuance of the war, now she is trying to wheedle the United States into forsaking the pursuit of international justice in favour of a policy of meddling calculated to embroil her with the Allies.—*Times* correspondent.

Eastern Extension Australasia & China Telegraph Co.

Chungking, Batavia.
Henry Garrow, Calcutta.
Hongkong 23 and 24 Connaught Road, Singapore.
Kang Chor o/o Electric Light, Macao.
Kwonghiplong, Hilo.
Kwongshingchu, Tientsin.
Limkuiwai 11 Bonham Street, Tapah.
Namshan, London.
Nolasco, Macao.
J. M. BECK, Superintendent.
Hongkong, 22nd July, 1915.
Great Northern Telegraph Company, Ltd.
Ngiankee Bonham Strand West, Swatow.
Kwangziangang, Shanghai.
Jieyuenhang 87 West of Kannedo, Shanghai.
Chingnan, Amoy.
Hocktshin, Amoy.
Shinohungang, Hankow.
Loohongwoo Yonchonglon Seefongkai, Shanghai.
Son, Chinkiang.
Wongsingze o/o Haiyuetai 31 Cunningham Road, Shanghai.
Tishun Tukfoodoh, Shanghai.
Wongparin Minglee Hotel, Shanghai.
R. BLACK, Superintendent.
Hongkong, 23rd July, 1915.

PUBLIC COMPANIES.

NOTICE.

THE WEST POINT BUILDING Co., Ltd.

An Interim Dividend of Two Dollars per share for the six months ending 30th June, 1915, will be payable on Thursday, 29th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday, the 20th July to Thursday, the 29th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment & Agency Co., Ltd.
General Agents for the West Point Building Co., Ltd.
Hongkong, 13th July, 1915.

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
An Interim Dividend of Three & half Dollars per share for the six months ending 30th June, 1915 will be payable on Thursday, 29th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th July to Thursday, the 29th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment & Agency Co., Ltd.
Hongkong, 13th July, 1915.

If you have lost your appetite or if the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you

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FOR EACH INSERTION.

TO LET.

TO LET.—FOUR ROOMED FLATS in Hand Road, Kowloon, and May Road, Hongkong, with possession on 1st September next, English Baths and Kitchen ranges, Hot and Cold Water, Electric Light, First Class Modern Appointments throughout, including Water Carriage System.
"PENYRHEW" Minden Row, Kowloon, 6 Roomed house with Tennis Court.
2. Minden Villas, Kowloon, 5-Roomed House with Tennis Court.
Four-roomed Houses in Gordon Terrace and Salisbury Avenue, Kowloon.
Flats in Nathan Road, Kowloon.
A Flat in Humphreys Buildings, Kowloon.
Apply to—
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Alexandra Buildings.

TO LET.—Queen's Building. The South-West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Godown, No. 9, Ice House Street.
Offices facing the Harbour between The Hongkong Club and Post Office.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—"La Hacienda" E. No. 74 Mount Kellett Road. Apply to CHATER and MODY, 5 Queen's Road Central.

TO LET.—A House in Knutsford Terrace. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Houses in Clifton Gardens, Conduit Road. Godowns, New Praya, Kennedy Town.
Godowns, at Wanchai Road, 58 The Peak, "The Retreat." 21 Wongsichong Road.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

INDO-CHINA STEAM NAVIGATION CO., LTD.

The Transfer Books of the above Company will be closed as from 19th instant to 6th proximo both days inclusive.
JARDINE, MATHESON & CO., LTD.
General Managers.

CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship.

"NAMSANG" having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after noon the 21st inst. will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by—
JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 20th July, 1915.

TO LET.

TO LET.—Large Furnished Room, with or without board. Apply, 11 Hankow Road, Kowloon.

TO LET.—One room, bathroom attached. On first level, furnished with or without board. Electric light and telephone. Apply "A.B.C." c/o Hongkong Telegraph.

TO LET.—From 1st September next, desirable six and eight roomed Residences in Broadwood and Wong nei Chong Road, the latter commanding a fine view of the Race Course, Fortresses and particulars apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Houses in Lyceum Villas and Torres Buildings ready for occupation from the 1st August next. Apply to—SPANISH DOMINICAN PROCURATION.

TO LET.—Office 2nd Floor, No. 14 Pedder Street; also Large Godown on Water Front, East Point. Apply Property Office, JARDINE, MATHESON & Co., Ltd.

WANTED.

WANTED.—A Shift Engineer (Marine Engineer Preferred) is required at the Electric Company's Generating Station. No objection to married men. First application, in writing, accompanied by details of experience and rating, to Station Superintendent, Generating Station, Wanchai.

WANTED.—In September, a furnished or unfurnished House on the Peak, for a year or longer.—F. C. JENKIN, Prince's Buildings.

WANTED.—A Microscope in good order. Must have fine and coarse adjustment, low and high power and oil immersion lens, Abbe condenser, etc. State particulars and lowest cash price first. Address MICROSCOPE, c/o Hongkong Telegraph.

CONSIGNEES

TOYO KISEN KAISHA.

From SAN FRANCISCO, via

HONOLULU, JAPAN PORTS

AND MANILA.

The Steamship

"SHINYO MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

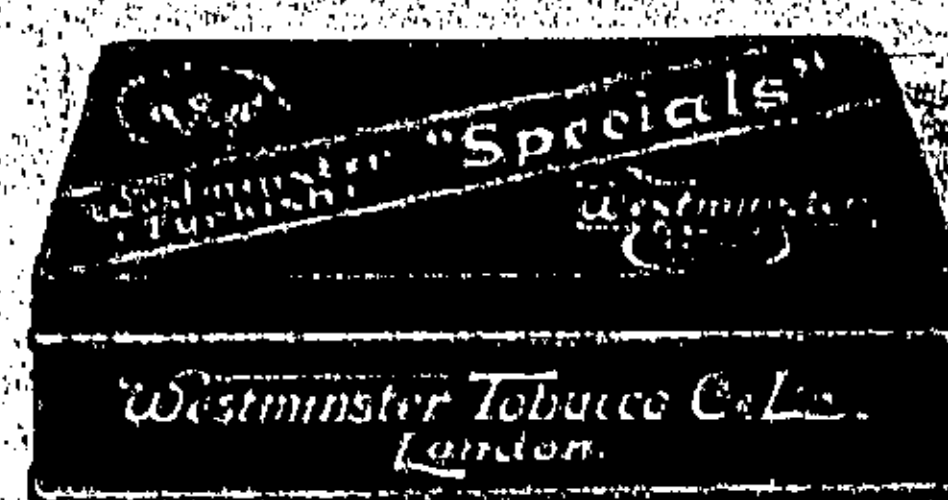
Cargo remaining undelivered on 20th July at noon will be landed at Consignee's risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on 26th July at 5 p.m.

No Fire Insurance whatever will be effected.
No Claim will be recognised after the goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Godown, where they will be examined on 28th July at 10 a.m.
No Claims will be recognised if filed after 2nd August, 1915.

E. DOI, Acting Agent.
Hongkong, 19th July, 1915.

NOTICES.



WESTMINSTER "SPECIALS."

A supply has just arrived in the Colony ex s.s. "BENALDER."

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DEATH.

"FOSTER.—On the 20th June, at Quarr Court, Binstead, Isle of Wight, following on an operation for appendicitis, Frederick Thomas Pearce Foster, formerly of Hongkong, aged 71."

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 24, 1915.

GOVERNING KWANGTUNG PROVINCE.

It has been persistently reported, for over six weeks, that the Civil Governor of Canton, Li Kwok-kwan, is to change places with the Civil Governor of Kwangai Province, Chang Ming-oh. No one is prepared to accept responsibility for the rumour, though it is, of course, a generally understood thing that Li Kwok-kwan has sent in his resignation. Northern papers inform their readers what we in the South already know: that this will make two changes in the Civil Governorship of Canton within a year; and, in that fact, they—notably the *Peking Gazette*—see no little significance. It is suggested that General Lung Chai-kwong is no friend to the old idea of "divide to rule," and that he has strong objections to sharing the government of the Province with a civilian. That General Lung is a firm advocate of military rule is no news to Hongkong people. He was appointed to his present position at a moment when Canton was turned upside down by the ludicrously futile declaration of independence issued by Chan Kwing-ming, and the equally futile "revolution," or, more properly speaking, succession of military mutinies, that followed it; he declared martial law in Kwangtung and may be said, without overstretching the truth, to have maintained it more or less ever since.

Lung Chai-kwong has his detractors, and these can be considered vastly to outnumber his friends and admirers. Europeans, however, who may be presumed to view the matter impartially, are generally of opinion that many of his stringent measures have been amply justified, bearing in mind the intricacy of the circumstances, with which he was called upon to deal. His cardinal error—the shooting of Chan King-wah—was, unfortunately for him, just one of those things that people do not quickly forget. The merits of the case are no business of ours, but it is impossible to deny that it was an extremely impolitic act, calculated to prejudice against him those who might otherwise have been his staunchest supporters. But we have to regard not so much the man himself as the net result of his two years' term of office. When all is said, he was the type of man most likely to be of use to China at the moment at which he was appointed; and he has not, seemingly, failed to fulfil President Yuan's expectations of him. Whatever may have been his own personal motives, he came as a saviour to Canton at a time when "chaotic" was the only term that could be justly applied to its condition. The south, like the north, had seen a deal too much of the pronounced revolutionaries and republicans and had realised how ruinous to the well-being of China such enthusiasts were. At the same time, neither south nor north could go back to Manchu rule. A middle way was wanted and, just as the whole country found this way by the election of Yuan Shih-kai, so the Province of Kwangtung found it in the latter's appointment of General Lung.

The supporters of the rumour as to the exchange between Li Kwok-kwan and Chang Ming-oh seem to see in the arrangement a still further move in favour of the "middle" men. Chang Ming-oh, like the Tutch and like Yuan Shih-kai himself, cannot be called a product of the Revolution. In comparison with the Manchus officials of a few years back, they might have been regarded as somewhat reactionary, but, by the side of the disciples of Sun Yat-sen, they are conservatives of the conservatives. The men of their class are frankly opposed to too much civil government, and who knows but that they may be right, in theory—having regard to the condition of the China of to-day. Unfortunately their ideas, put into practice as they have been in Kwangtung, have merely served to illustrate that theory and experience are more or less opposed. The Canton of those few days of the "Declaration" was better governed by Chan King-wah's trained police than by the coolies and pirates who formed the bulk of the army to whom charge of the city was next given; and the military rule of Kwangtung Province continues to prove what Britishers have ever maintained: that government by soldiers, except as a last extremity to save the country, is like to prove fatal; and that even in the one instance in a million wherein it is justified, it had better not be followed unless it can be carried out judiciously.

The Time Waste of Strikes.
Under the above heading, we published yesterday some remarkable statistics, showing the frightful loss occasioned to the individual and to the country at large by labour strikes. If any of our readers requires convincing of the anti-social and non-moral effect of these disturbances, we recommend him to read and re-read the figures mentioned. Regrettable as the strikes during the war have been, we cannot help thinking that their ultimate effect will be a good one. The nation has become so tired of the tyranny of the agitator that it is bound to bring pressure to bear on the Government to push some enactment that will make striking an illegal deed. Of course, one very quick way out of the difficulty, and a perfectly lawful and reasonable one, would be to look up every man who can be proved to live by agitating, as a rogue and a vagabond. Next to that we hope to see every trade union that can be proved to exist (as ninety-nine per cent of them do) for the sole purpose of being able to dominate over the public, as harshly dealt with as secret societies are in the East. But unless the Government is prepared to protect the worker against the same class of browbeating against which it is asked to protect the public, it is idle to hope for much improvement. Sauce for the one is sauce for the other, and unless the authorities are prepared to make it a criminal offence for an employer to offer less wage than a reasonable fixed minimum, the strikers will meet with more of sympathy than of condemnation. This is a give-and-take world, and no one can look to have all the advantage on his own side.

The Peacemakers.
The funniest thing we have seen lately is Reuter's dry account of that peace meeting at Kingston. It is a sure thing that Bedlam and Colney Hatch are not yet entertaining all the lunatics of the London district. No man in his right mind, even if he be conscientiously convinced that Britain is wrong for carrying on the war, would dream of preaching his opinions abroad at a time like this. Those of our readers who were at Rome during the Boer War will remember that pronounced pro-Boers sometimes came in for an unhealthy half-hour; and all that business was but a flimsy to the present state of affairs. The British populace is maddened by the villainous actions of Germany, and yet there are people who can be silly enough to pour oil on fire by suggesting that we should stop the war. The worst part of it is that such madmen expect, and get, police protection. If they were left to the tender mercies of the egg and fruit throwing public we might soon hear no more of them.

We notice that to-day is the 112th anniversary of the birth of Alexander Dumas the elder. If we called him the greatest romantic that the world ever produced we should probably not stray far from the truth; for though, as a novelist pure and simple, he has to give place to his son and to perhaps a score of other Frenchmen from de Stendhal to Zola, as well as to close upon the same number of Britishers from Fielding to Kipling, it is a certainty that no other man has ever succeeded in producing so enormous a number of books, every one of good (and some of superb) quality—the interest in almost every case being a purely romantic one. As a serious historical novelist probably no one would dream of mentioning him in the same breath with Scott or with Maurice Hewlett, or even, at times, with Charles Kingsley. But there was a "something" about him; a something that carried his readers on, roller-skater, without thought of criticism, breathless and impatient till they reached the end of the story. We can say that his work was hastily written and seldom or never read over before it went to the publishers; we can say that it contains impossible situations and that its author had no real eye for character; but we dare not deny that he possessed the amazing gift of blinding his readers to imperfections by his vigour and magnificent glow of his work.

DAY BY DAY.

EVERYONE IS AS GOD MADE HIM
—AND OFTEN TIMES A GREAT
DEAL WORSE.—Cervantes.

The Weather.
Lower level 8 a.m. Temp. 84; sunshiny.
At the Peak 8 a.m. Temp. 78; sunshiny.

Count the Columns.
Yesterday the *Telegraph* published 34 columns of solid reading matter. To-day there will be 42½ published.

The Mails.
French Mail.—Closed per a.s. Atlantic to-day at noon.
Siberian Mail.—Closed per a.s. Liangchow at 5 p.m. to-day.

Up to the Minute—Share Market News.
Closing prices:—
Douglas's—\$57, buyers.
Unions—\$920, buyers.
China Fines—\$135, buyers.
Indo-Chinas \$140½, buyers.
Hongkong and W'poa D. Co. Ltd.—\$78, sales.
China and Manilla—\$5, 40 cents buyers x the return of \$4.50 per share.
Star Ferries—\$38, buyers.
China Sugars—\$127½, buyers.
Luzons—\$45, buyers.
Hongkong and K. W. and G. Co. Ltd.—\$77, sales.

The Dollar.
The rate of the dollar on demand to-day is 9 1/16d.

To-day's Anniversary.
To-day is the 111th anniversary of the capture of Gibraltar.

A Successful Examination in Cantonese.
It is notified in the *Gazette* that Mr. Eric William Hamilton, Cadet, passed his final examination in Cantonese on June 25, 1915.

Notice to Consignees.
Consignees are informed that storage charges will be assessed on all goods, ex a.s. Shingyo Maru, remaining undelivered on July 26, at 5 p.m.

Clubs Exempt from Registration.
It is notified in the *Gazette* that Wui Tung Kung Yu has been exempted by the Governor-in-Council from registration under the Societies Ordinance of 1911.

Memorial of Re-entry.
It is notified in the *Gazette* for general information that the Memorial of Re-entry by the Government on Inland Lot No. 1044 has been registered according to law.

Excursion to Macao.
The Hongkong, Canton and Macao Steamboat Co., new steamship Tai Shan will depart from the company's Wing Lok Street Wharf at 9 a.m. to-morrow and return from Macao at 3 p.m. Reduced fares for 2nd Class and deck passengers. The company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

Hawker's Licences.
The following appeared in the *Gazette* of July 23. The Conditions of a Hawker's Licence made by the Governor-in-Council under Section 3 of the Licensing Ordinance, 1837, and published on pages 346 and 347 of the "Regulations of Hongkong, 1914," are hereby amended by the addition at the end of Condition No. 4 of the following words:—"and are further so permitted in all other parts of the Colony except in the Hill District and in that portion of the Kowloon peninsula to the South of, and including, Austin Road."

TYPHOON WARNING.

Through the courtesy of the American Consul General the telegram quoted below was received from the Manila Observatory at 6 p.m. July 23, 1915. Cyclone or typhoon E. of northern Luzon more than 300 miles distant. Moving W.N.W.

NOTES ON THE CRISIS.

OUR NAVY NOT ASLEEP.

The Warsaw Battle.

To-day we have news from all fronts. The Germans have not taken Warsaw; the French have turned back a long series of most desperate counter-attacks, the Austrians continue to suffer heavy losses on the Isonzo, and Sir Ian Hamilton reports fresh progress in Gallipoli in the consolidating of positions won and the extension of trenches. In addition, we have one or two interesting side items: the failure, for a whole week, on the part of the German submarines, to interfere with shipping; the enthusiastic welcoming of General Bythia on his return to Cape Town and the mention, in the House of Lords, of a scheme for adequately rewarding the brave Indians who have left everything to fight for their Emperor.

The Fleet.

The blank submarine week goes some little way towards answering the question that some local malcontents are forever asking: What is our navy doing? Our navy is very much alive just now, as witness the fact that the Germans have made no more attempts at attacking the east coast; and the same bluejackets who can keep a sharp lookout for submarines on duty are doing likewise by submarines. We notice that the total of neutral ships torpedoed has now reached 95. What are the owners going to do about it? We hear nothing further as to the doings of the fleet at the Dardanelles, but General Hamilton's report of the land forces is cheering. In Turkey, as elsewhere, our men have their eyes tolerably wide open and, in true British fashion, have taken up positions from which they refuse to shift, regarding geographical progress as comparatively a secondary consideration so long as they can continue to tire the enemy and to force him to draw unduly on his reserves.

That Warsaw Battle.

What has happened to the compilers of the German communiqués of late? Their inventive genius would appear to have deserted them badly, judging from the poor show they make in describing the doings of their friends against the Russians. Notwithstanding the fact that William has crippled his enemies, for at least six months, they seem to be still able to hobble, and to do work that succeeds in holding his names at bay. The Austrians, who, once or twice lately, have shown themselves to be even more flowery liars than their allies, have also failed to come up to the scratch in detailing the successes of their people. They claim that the Russian line has been broken, but venture no farther, while the Berlin communiqués make the mournful admission that all the fortresses are repelling the German attacks and the essential railways are, up to the present, intact. The third report—the Russian—claims that the right bank of the Bug has been cleared of the enemy, fifteen hundred of whom have been captured.

Mr. Lloyd George's Speech.
Once more the passionate eloquence of Mr. Lloyd George has carried the day with his countrymen; and once more he has appealed to the loyalty of the miners in terms that apparently were not to be resisted by these disoriented ones. It is not by any means always that we find that powerful appeals of an emotional nature have a perfect backing of common sense. That is why sermons have so few good final results and why the fulminations of agitators have so few really bad ones. But Mr. Lloyd George can combine practically with enthusiasm in a manner which no man living, unless it be President Poincaré and Mr. John Redmond, has ever surpassed. The consequence is that the strikers and their sympathisers have been forced, willy nilly, to see that their action or inaction is of first class importance where the prosecution of the war is concerned, and that therefore the striker to-day is the blockest of all traitors to his country.

MUNITIONS OUTPUT.

Mr. Lloyd George Confers with Trade Unionists.

The Press Bureau issued the following statement on June 18:—

The Minister of Munitions had a further conference to-day with representatives of a number of workmen's societies as to the methods to be adopted for securing a sufficient supply of labour for the production of munitions of war and other materiel connected therewith. The following societies were represented:—

National Advisory Committee on War Output.
Parliamentary Committee of the Trade Union Congress.

Management Committee of the General Federation of Trade Unions.

National Amalgamated Union of Labour.

British Steel Smelters.

National Union of Railwaymen.

Amalgamated Society of Carpenters and Joiners.

National Union of Boot and Shoe Operatives.

Steam Engine-makers' Society.

United Kingdom Society of Coach-makers.

Amalgamated Tool-makers.

Scientific Instrument-makers.

London and Provincial Coach-makers.

West of Scotland Brass Finishers.

National Amalgamated Sheet Metal Workers (Birmingham).

Amalgamated Union of Upholsterers.

National Amalgamated Furnishing Trades Association.

Iron and Steel Federation.

National Amalgamated Society of House and Ship Painters.

General Union of Carpenters and Joiners.

Amalgamated Society of Engineers.

National Federation of Women Workers.

Friendly Society of Ironfounders.

National Society of Brassworkers and Metal Mechanics.

Gasworkers and General Labourers.

Boilermakers and Iron and Steel Shipbuilders.

Workers' Union.

Liverpool Shipwrights' Association.

United Brassfounders and Filishers.

Scottish Painters.

Associated Blacksmiths.

Electrical Trades Union.

United Kingdom Society of Smiths and Strikers.

United Machine-workers Association.

Amalgamated Wood-cutting Machinists.

Scottish Brass Moulders' Union.

Operative Plumbers' Association.

United Patternmakers' Association.

Ship Constructors and Shipwrights' Association.

General Union of Textile Workers.

The proceedings were private.

The Press Association commenting on the above says: It is understood that yesterday's conference pledged themselves to support Mr. Lloyd George's principal scheme for the transfer of commercial work to munition factories on certain conditions. They also decided to do everything in their power to prevent disputes throughout the country, and it is understood that a form of arbitration has been determined upon which makes it practically compulsory upon both employers and employees not to bring a dispute to a head until the matter has been arbitrated upon.

Director of Transport.

Appointment of Sir Guy Garnet Without Foundation.

The Press Association is authorized to state that the report published in the *Press* to the effect that Sir Guy Garnet, General Manager of the Midland Railway Company, has been appointed Director of Transport in connection with the new munition scheme is entirely without foundation.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

July	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Tons	253	285	235	243	249	280	250	253	228	238	230	240	222	249	256	275	275	247	262	235	251	230	

Total to 23rd inst. 6009

Daily average 261.27

THE OPIUM ORDINANCE.

The Regulations made by the Governor-in-Council under Section 62 (c) and (f) of the Opium Ordinance, 1914, and published on page 410 of the "Regulations of Hongkong 1914," are hereby repealed and the following substituted therefor:—

1. The qualities of prepared opium sold shall be known as Kamahan opium, Hongkong opium, Persian opium and Dross opium.
2. Kamahan opium shall be sold in tins weighing 3 taels at \$30.75 a tin payable in notes.
3. Hongkong opium shall be sold in pots weighing tael 1, '36, '18, '08, '04, '03, '02, at the rate of \$10.00 a tael payable in notes.
4. Persian opium shall be sold in pots weighing tael '03 at the rate of \$8.00 a tael payable in notes.
5. Dross opium shall be sold in pots weighing tael '04 at the rate of \$3.70 a tael payable in notes.

HARBOUR OFFENCES.

Regulations Must be Obeyed.

At the Marine Court, this morning, before Commander Beekwith R.N., a Chinese pleaded guilty of failing to take his craft to the examination anchorage before entering the Harbour. Defendant said he did not know he was doing wrong. Were you not shot at?—Yes. A fine of \$2 was imposed. Failing to Report. For failing to report the arrival of his boat in the waters of this Colony, to the Harbour Office, a Chinese was fined \$5, and for failing to go to the proper anchorage he was further fined \$5.

FLOOD RELIEF.

ENTERTAINMENT.

Our advertising columns give particulars of what promises to be an interesting effort on behalf of the above fund. In the long vacation it is quite usual for the majority of university students to leave their halls of residence and visit parents, relations and friends in the country. Many have left Hongkong, but the few remaining students in St. John's Hall have gallantly banded themselves into a committee and organised two gala nights for Monday and Tuesday next in behalf of those stricken by the devastating floods in and around Canton. Up-to-date cinematograph films are to be shown, whilst eminent artists, including Mrs. Maylie, Mr. Englund, Professor Gonzalez, and his string band, are to provide musical items. Judging by the number of reserved tickets already disposed of, the venture promises to be a great success, and a handsome sum should be forthcoming for the fund. Bookings may be made at Messrs. A. Tack, Das, Voar, Rand. The entertainers will take place in St. John's Hall which is directly opposite the University in Bonham Road.

PROCLAMATIONS.

Export of Military Stores.

The following proclamations are published in the Gazette of to-day's date:

Francis Henry May, Governor.

By His Excellency Sir Francis Henry May Knight Commander of the Most Distinguished Order of Saint Michael and Saint George Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same:—

Whereas by the second section of the Military Stores (Exportation) Ordinance 1862 as amended by the Military Stores (Exportation) Ordinance 1914 it is enacted that it shall be lawful for the Governor by and with the advice of the Executive Council by proclamation to prohibit for such period as may be therein mentioned to be exported from the Colony of Hongkong arms, ammunition and gunpowder, military and naval stores and any articles which the Governor may judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions or any sort of victual which may be used as food by man or any of either of such arms, ammunition, gunpowder, stores, goods or articles respectively:

And whereas by the third section of the Military Stores (Exportation) Ordinance 1862 as amended by the Military Stores (Exportation) Ordinance 1914 it is provided that it shall be lawful for the Governor by and with the advice of the Executive Council by proclamation to prohibit for such period as may be therein mentioned, the exportation of all or any of the following articles, namely arms, ammunition, military and naval stores and any articles which the Governor shall judge capable of being converted into or made useful in increasing the quantity of arms, ammunition or military or naval stores to any country or place therein named whenever the Governor by and with the advice aforesaid shall judge such prohibition to be expedient in order to prevent such arms, ammunition or military or naval stores being used against His Majesty's subjects or forces or against any forces engaged or which may be engaged in military or naval operations in co-operation with His Majesty's forces:

And whereas by the fourth section of the Military Stores (Exportation) Ordinance 1862 as amended by the Military Stores (Exportation) Ordinance 1914 it is enacted that the Governor may whilst any such proclamation is in force permit to be exported or to be water-borne to be so exported any particular articles or class of articles the export of which is prohibited by such proclamation to such persons and on such terms and subject to such conditions and regulations if any as to the Governor may seem fit and may at any time revoke or vary the terms of any such permission.

And whereas by sub-clause (9) of clause III of the order of Her late Majesty Queen Victoria-in-Council made on the 28th day of October 1898 as amended by the order of His Majesty-in-Council made on the 28th day of August 1914 it is enacted that the Governor may prohibit the export from the Colony of any article:

And whereas by a proclamation dated the 1st day of April 1915 the exportation of certain articles therein referred to from the Colony was prohibited to certain or all destinations:

And whereas by proclamations dated the 21st day of April the 14th day of May the 4th day of June and the 11th day of June 1915 the said proclamation of the 1st April 1915 was amended as therein respectively stated:

And whereas it is expedient that the said proclamation of the 1st April 1915 should be further amended:

And whereas the articles other than arms, ammunition or military or naval stores hereinafter enumerated are articles which I with the advice aforesaid judge capable of being converted into or made useful in increasing the quantity of arms, ammunition or military or naval stores:

And whereas in order to prevent such arms, ammunition or

military or naval stores being used against His Majesty's subjects or forces or against any forces engaged or which may be engaged in military or naval operations in co-operation with His Majesty's forces I with the advice aforesaid have deemed it expedient to prohibit the exportation of the articles hereinafter enumerated:

Now therefore I Sir Francis Henry May Knight Commander of the Most Distinguished Order of Saint Michael and Saint George Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same by and with the advice of the Executive Council of this Colony and in virtue of powers do by this Proclamation declare and it is hereby declared that the above-mentioned "proclamation of the 1st April 1915" so amended as aforesaid be and the same is hereby further amended as follows:—

(1) That the following heading be added to the list of goods the exportation of which is prohibited to all destinations:—
"Coal tar, crude."

(2) That the heading "Aniline and its compounds," in the list of goods, the exportation of which is prohibited to all destinations other than the United Kingdom and British Possessions and Protectorates, be amended by the deletion of the words "and its compounds," such compounds being included under the heading "Coal tar products for use in dye manufacture, including aniline oil and aniline salt" in the list of goods the exportation of which is prohibited to all destinations.

(3) That the following headings be added to the list of goods the exportation of which is prohibited to all destinations other than the United Kingdom and British Possessions and Protectorates:—

Chemicals, etc.:—
Hydrochloric acid;
Magnesium chloride;
Oxalic acid;
Oxides and salts of cobalt;
Oxides and salts of nickel;
Oxides and salts of tungsten;
Manufactures of aluminium.
Metals and ores:—
Wulfenite;
Zinc ore.
Mineral and vegetable wax.
Phosphorus.
Tungsten filaments for electric lamps.

(4) That the exportation of the following articles be prohibited to all destinations other than the United Kingdom, British Possessions and Protectorates, and Allied Countries:—

Coal (including anthracite and steam gas, household and all other kinds of coal) and coke.

(5) That the heading "India-rubber, sheet, vulcanised," in the list of goods the exportation of which is prohibited to all foreign ports in Europe and on the Mediterranean and Black Seas, other than those of France, Russia (except Baltic Ports), Spain and Portugal, be deleted, the exportation of the articles included in the said heading being prohibited to all destinations other than the United Kingdom and British Possessions and Protectorates by virtue of the Proclamation of the 14th day of May, 1915.

(6) That the following headings be added to the list of goods the exportation of which is prohibited to all foreign ports in Europe and on the Mediterranean and Black Seas, other than those of France, Russia (except Baltic Ports), Spain and Portugal:—
Arsenic and its compounds.
Lignum vitae.
Rice and Rice Flour.

Given under my hand and the Public Seal of the Colony at Victoria Hongkong this 23rd day of July 1915.

By Command,
CLAUDE SEVERN,
Colonial Secretary.

God Save The King.

Articles to be Treated as Contraband of War.

The following Proclamation of His Majesty the King is published for general information:

By the King.
A Proclamation.
Making Certain Further Additions to and Amendments in the List of Articles to be Treated as Contraband of War.

George R.I.
Whereas on the twentieth day of December, 1914, We did

VOLUNTEER ORDERS.

Corps Orders yesterday by Lieut.-Col. A. Chapman V. D. State:—

Leave.

The undermentioned are granted leave of absence as follows:—
Gr. W. F. Stone from 4.8.15 to 29.9.15. Sapper Botelho from 26.7.15 to 2.8.15.

Parades.

Parades for Saturday, 24th instant, 7 a.m. Signalling Section. Signalling Instruction at Headquarters. Remainder Nil.

Musketry (Part 1).

Reference Corps Order No. 2 of 19.7.15. Recruits of Right Section M. G. Co. and Signalling Section will fire their course on Sunday, 25th inst., commencing at 9.30 a.m., instead of on Saturday, 24th inst. Corpl. Grimes R. E. will attend.

Detail.

Gun Club Hill, Kowloon. On duty until 30th instant Scouts Company. Officer on duty Lieut. Murphy.

Detention Camp, Kowloon. On duty to-night, Scouts Company. Officer on duty, Capt. Stewart.

On duty to-morrow night, Scouts Company. Officer on duty, Capt. Hatchison. On duty 25th instant, No. 1 Sec. Art. Batty, and the following members of Right Section M. G. Co.:—Lieut. Roze, Ptes. Alves, R. Anderson, Archie, Benjamin, Cordeiro, D'Azavedo, Greaves, Hyndman, F. Murray, Pereira and A. J. V. Ribeiro.

Officer on duty, Lieut. Kennett. Orderly Officer until 30th instant Lieut. Murphy. Orderly Sergeant until 30th instant, Corpl. Sheaton.

issue Our Royal Proclamation specifying the articles which it was Our intention to treat as contraband during the continuance of hostilities or until We did give further public notice; and Whereas on the eleventh day of March, 1915, We did by Our Royal Proclamation of that date make certain additions to the list of articles to be treated as contraband of war; and

Whereas it is expedient to make certain further additions to and amendments in the said list: Now, Therefore, We do hereby declare, by and with the advice of Our Privy Council, that during the continuance of the war, or until We do give further public notice, the following articles will be treated as absolute contraband in addition to those set out in Our Royal Proclamations aforesaid:—

Toluol, and mixtures of toluol, whether derived from coal-tar, petroleum, or any other source; Lathes and other machines or machine-tools capable of being employed in the manufacture of munitions of war;

Maps and plans of any place within the territory of any belligerent, or within the area of military operations, on a scale of four miles to one inch or on any larger scale, and reproductions on any scale by photography or otherwise of such maps or plans.

And We do hereby further declare that item 4 of Schedule I of Our Royal Proclamation of the twenty-third day of December aforesaid shall be amended as from this date by the omission of the words "and all other metallic acetates" after the words "calcium acetate."

And We do hereby further declare that in Our Royal Proclamation of the eleventh day of March aforesaid the words "other than linseed oil" shall be deleted and that the following article will as from this date be treated as conditional contraband:—

Linseed oil.

Given at Our Court at Buckingham Palace, this Twenty-seventh day of May, in the year of our Lord one thousand nine hundred and fifteen, and in the sixth year of Our reign.

God Save The King.

Banished Severely Punished.

This morning at the Police Court, before Mr. E. E. Lindell, a Chinese was charged with returning from banishment. He explained to the magistrate, that though he was only banished two months ago, he had returned to work in Hongkong as a coolie. He was sentenced to a year's hard labour.

DAIRY FARM NEWS.

Some of Our

By-products and Specialities.

CORNER BEEF, CORNER PORK,
VARIETY OF SAUSAGES,
PRESSED BEEF, COOKED HAM,
DRIPPING, LARD,
CORNER TONGUES, SMOKED TONGUES,
PORK PIES, &C., &C.

WHICH CANNOT BE EXCELLED FOR QUALITY.

MARCONI'S LATEST.

An Apparatus Enabling One to See Through a 2ft. Wall.

Paris, June 4.—Mr. Marconi, who had come up from Bologna by motor-car, hurried on to Italy last night, after spending only 24 hours in Paris, says the *Daily News*. King Victor's summons to the Senator was urgent, and brooked no delay.

M. Lazare Weiller, the well-known French deputy and electrical expert, with whom Mr. Marconi dined at the Ritz, tells me that the Italian scientist has invented an apparatus which will enable the observer to see through a 2ft. wall!

The exploits imagined by Lesage in "Le Diable Boiteux" are in a fair way to being put in the shade by Marconi, from whom walls and ceilings and roofs will soon be able to hide no secret.

I naturally wanted to know whether Marconi could with the eye of his apparatus look into a German submarine. M. Lazare Weiller held up his hand in dismay at my audacity.

"These are secrets which Marconi alone can reveal. But one thing is certain: wireless telegraphy and wireless telephony are playing an ever more important role in the war of the nations. The most remarkable feats of the British and German submarines could not have been performed without them."

DUTCH AND THE ANNEXATION OF BELGIUM.

A Casus Belli If Germany Carries Out Threat.

Amsterdam, May 20.
The *Handelsblad* in a leading article to-day says:

"The annexation of Belgium, especially by Germany, would be the beginning of the end for the Netherlands. A glance at the map is sufficient for us to grasp this, but to those who cannot see it, we recall Herr von Jagow's remark addressed at the beginning of the war to the British Government to the effect that Germany could not annex Belgium without doing the same with regard to Dutch territory, and she solemnly promised to respect the neutrality of Holland."

"This declaration would be completely tranquillising for Holland and Belgium, as regards the future, were it not that history teaches that the alteration of circumstances can influence the duration of international relations and agreements. Anyhow, we must reckon with the possibility that in the course of the war the German Government may have conceived other plans as regards Belgium, and consequently perhaps other ideas as regards Holland."

The article concludes: "In view partly of Herr von Jagow's words we incline to the opinion that a proclamation by Germany of the annexation of Belgium during this war can and must be interpreted by Holland as a deadly threat, and consequently as a *casus belli*."—*Reuter*.

ANOTHER LOCAL MAN WOUNDED.

Mr. A. H. Hyndman Taken to Hospital at the Front.

A postcard has been received in the Colony from Mr. A. H. Hyndman, written from the French front, which states that he has gone into hospital. Mr. Hyndman had, we understand, already been slightly wounded on former occasions. He was one of the Hongkong contingent that left here by the Delta last winter time, was attached to the Middlesex Regiment, and has been at the front since April.

SANITARY BOARD.

At a meeting of the Sanitary Board to be held on Tuesday, July, 27 1915, at 3.45 p.m.

The following are the orders of the day.

Letter from Government re the erection of one urinal at No. 26, Queen's Road Central, Inland Lot No. 619.

List of legal proceedings taken by this Department against persons for breaches of the Public Health and Buildings Ordinance 1 of 1903 for the month of June, 1915.

Mortality return for Hongkong for the month ending 30th June, and for the week ending 4th July, 1915.

Mortality return for Macao for the weeks ending 4th and 11th July, 1915.

Ret return for the weeks ending 10th and 17th July, 1915.

QUAKERS AT THE FRONT.

Great Bravery of Ambulance Men.

We all know what Quakers think of war, says the *Nation*, but some of our Conscientious friends might do well to read the following tribute to their courage under fire in the service of mercy to which so many have devoted themselves. The respondent was writing to a friend of his son:

"During the great battle of the last three weeks I can only use the word magnificent of his devotion and courage. He and young R—, and, to a less extent, B—, practically took upon themselves the saving of the wounded and 'out-of' civilians in our bombarded town.

Day and night he ran in under heavy shell-fire—the most intimidating of all—to get them out of the cellars and falling houses. In addition to this he carried hundreds of wounded soldiers, and was always the first to volunteer to get them back in his car from exposed positions in the regions beyond the town.

As an old colonel said who saw their work: 'If your men had been in the Army, four of them at least would have earned the V.O.'"

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,

the 29th July, 1915, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street.

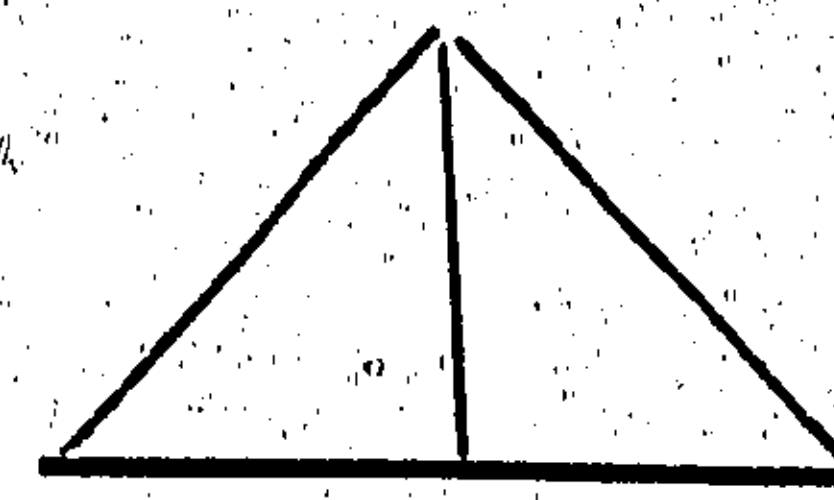
A Quantity of Valuable Household Furniture

On view from Wednesday, the 28th inst.

Catalogue will be issued.

Terms—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.



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HANDKERCHIEFS

FOR THE MAN OF TASTE

SMART DESIGNS IN WHITE and COLOURS.

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MEN'S WEAR SPECIALISTS.

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WM. POWELL, LTD.

TELEPHONE 348.

SMARTEST AND NEWEST

CRETONNES

AND

TAFFETAS

SEE WINDOWS

PATTERNS GLADLY SENT.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

COLUMBIA

GRAFONOLAS

and RECORDS.

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG

and DANCE.

ANDERSON MUSIC CO., LTD.

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CHAMPAGNES.

PERRIER-JOUET

1906 VINTAGE.

PRICE PER CASE. 1 DOZ. QUARTS. DUTY PAID \$80.00.

" 2 " PINTS. " \$83.00.

MOET AND CHANDON'S

DRY IMPERIAL.

PRICE PER CASE. 1 DOZ. QUARTS. DUTY PAID \$74.00.

" 2 " PINTS. " \$77.00.

GUILLEMART EXTRA DRY.

PRICE PER CASE. 1 DOZ. QUARTS. DUTY PAID \$40.00.

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Tel. No. 135. 6, Queen's Road Central, Hongkong.

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Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—18, DES VCEUX ROAD, HONG-KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	21st Aug.	25th Aug.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Sutterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Sangola," tons 5,182, Capt. Milne, R.N.R. will be despatched for Shanghai, Kobe & Moji on the 23rd July.

The above steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 7, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 24th JULY.

10.00 p.m. Heungshan. | 5.00 p.m. Kinshan.

SUNDAY, 25th JULY.

10.00 p.m. Fatshan. | 5.00 p.m. Heungshan.

Single Fare by Night Steamer... \$ 6.00
Return Fare by Night Steamer also for Return by day Steamer... 10.00
Single Fare by Day Steamer... 4.00
Return Fare by Day Steamer... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tak Tons 1651. | s.s. Taishan. Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th JULY.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., and THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 6.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said
\$Kashima Maru Capt. Yagi T. 20,000 THURS. 29th July, at noon.
\$Mishima Maru Capt. Wada T. 16,000 THURS. 12th Aug. at noon.

VICTORIA, B.O., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama
\$Sado Maru Capt. Asakawa T. 12,500 TUES. 27th July, at 4 p.m.
\$Awa Maru Capt. T. Hori T. 12,500 TUES. 10th Aug. at 4 p.m.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane
\$Hitachi Maru Capt. Tomimaga T. 12,500 TUES. 17th Aug. at 11 a.m.
\$Tango Maru Capt. Soyeda T. 13,500 TUES. 14th Sept. at 4 p.m.

CALCUTTA via Singapore, Penang & Rangoon
Colombo Maru Capt. Sakamoto T. 8,000 FRIDAY, 16th Aug.

BOMBAY via Singapore, Malacca and Colombo
Bombay Maru Capt. Terada T. 8,000 MONDAY, 12nd Aug.

KOBE & YOKOHAMA
SHANGHAI, Moji and Kobe
Rangoon Maru Capt. Momura T. 10,000 MONDAY, 9th Aug.

NAGASAKI, Kobe & Yokohama
\$Tango Maru Capt. Soyeda T. 13,500 SATUR. 14th Aug. at 10 a.m.
SHANGHAI, Kobe and Yokohama
Tosa Maru Capt. Takano T. 12,000 WEDNESDAY, 4th Aug.

\$ Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.—
" " Return " 900. " " Return " 825.—
" 2nd Single " 400. " 2nd Single " 360.—
" " Return " 605. " " Return " 550.—

To London, Southampton, Liverpool via New York \$60.13.0
" " " " Montreal \$60.3.0

To Victoria, Vancouver, Seattle, 1st Single \$25.
" " " " 1st Return \$7.10/—

To Sydney, 1st Single \$40. To Melbourne 1st Single \$41.
" " 1st Return \$72. " " 1st Return \$73.16/—

To Yokohama, 1st Return \$150. To Kobe 1st Return \$135.
" 2nd " \$ 90. " 2nd " \$ 83.

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail

SHANGHAI...Liangchow...25th July at 4 light
MANILA, CEBU & LOILO...Tea...26th July at 4 p.m.
WWEI, C'FOO & T'SIN...Kueichow...26th July at 4 p.m.
SHANGHAI...Sinkiang...27th July at 4 p.m.
SHANGHAI...Luchow...28th July at 4 p.m.
HAIPHONG...Sungkiang...29th July at 10 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Yingchow," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong 24th July, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer From Expected on or about For Will leave on or about

Tjilmanock...JAVA...18th July
Tjikembang JAPAN...5th Aug.JAVA...7th Aug.

\$ Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed Leaves Hongkong

Shinyo Maru 22,000 - 21 knots Tuesday, 27th July, at noon.

Chiyo Maru 22,000 - 21 knots " 24th Aug. at noon.

Tenyo Maru 22,000 - 21 knots " 14th Sept. at noon.

Nippon Maru 22,000 - 18 knots " 23rd Sept. at 10.30 a.m.

First Class to London.....\$71.10. Return (6 months) \$120.

First Class to New York.....\$60. " " \$96.10.

" " " San Francisco \$45. " " \$68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUITO and VALPARAISO. THENCE BY TRANS-ANDERAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 18 knots Friday, 10th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	15th July	9th Aug. at 11 a.m.
Aldenharn	2nd Aug.	23rd Aug. "
St. Albans	23rd Aug.	17th Sept. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	W. O. Passmore.	FRI. 23rd July at 2.30 p.m.
Haimun	A. H. Stewart	TUES. 27th July at 2.30 p.m.
Haitan	J. W. Evans	FRI. 30th July at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

The Nippon Yusen Kaisha. Rumours, to which we have previously referred, that the Nippon Yusen Kaisha intend to open up a new service via Panama to the Atlantic ports of the United States of America, seem to have concreted. We learn that, so far as the service from New York and intermediate ports to the Far East is concerned, this will shortly be inaugurated. Calls will be made at intermediate ports in the United States.

The s.s. Bayern. The German steamer Bayern is amongst the vessels that have been seized in Naples Harbour, where she took refuge on the outbreak of war. An enormous quantity of ammunition, together with guns, machine guns and some aeroplanes, is being discharged. The cargo was destined for the Far East, the Bayern having left Hamburg 25 days before Austria declared war against Serbia. None of the munitions were shown on the manifest. The Bayern is a liner of 8,006 tons, built by Harland and Wolff, Belfast, in 1911. The Steamship Company Nederland, of Amsterdam, has contracted with the Maatschappij Scheepvaart Werktuigbouw Nijmegen for the building of a 10,000-ton cargo steamer of the following dimensions:—Length, 420 ft.; breadth, 54 ft. 6 in.; depth, 28 ft.

Shipping Sales. Values of second-hand boats have overtopped even £10 a ton d. w., for fairly large boats, for a 6,600 tons cargo steamer, eight and a half years old, is said to have changed hands at £88,000, which is equal to £10 4s. a ton. Small vessels fetch still higher figures.

Derwenthall, British steamer, 3,905 tons gross, 2,514 net, built at Newcastle in 1907, S.S. No. 1 in 1911, and owned by the Dinsdalehall Steamship Co., (Messrs. Guthrie Bros. and Co., managers), West Hartlepool; and Askehall, British steel steamer, 4,231 tons gross, 2,738 net, carries about 7,100 tons deadweight, built at Middlesbrough in 1900, S.S. No. 3 in 1912, and owned by the West Hartlepool Steam Navigation Co., Ltd. (Messrs. Guthrie Bros. and Co.), have been sold to Messrs. Brys and Gylsen, London, for about £95,500 the two.

Winnfield, British steel steamer (ex Louise Roth), 3,433 tons gross, 2,205 net, built at West Hartlepool in 1901, S.S. No. 3 in 1914, owned by the Field Line (Cardiff) Ltd. (Messrs. E. Jones and Co.), Cardiff, which was purchased in 1907 for £22,200, has been sold to Messrs. A. Richter and Co., Newcastle, for about £28,000, for delivery in July-August next. She carries about 5,850 tons deadweight.

Karmo, Norwegian iron steamer (ex Lesley, ex Dear Hill), 1,625 tons gross, 999 net, carries about 2,300 tons deadweight, including bunkers, built at West Hartlepool in 1882, S.S. No. 3 in 1895, new donkey boiler in 1897, and owned at Haugesund, has been sold to Mr. Christen K. Gran, Bergen, for 200,000 kroner.

Drumlanrig, British steel steamer, 4,306 tons gross, 2,703 net, built at Port Glasgow in 1900, S.S. No. 1 in 1909, and owned by the Astral Shipping Co., Ltd. (Messrs. Joseph Chadwick and Sons, managers), Liverpool, has been sold to the Eagle Oil Transport Co., Ltd., London, for about £73,000, and renamed the Santa Amalia. Donzola, British steel steamer, 4,382 tons gross, 2,820 net, built at Glasgow in 1888, S.S. No. 3 in 1909, and owned by the Glasgow Navigation Co., Ltd. (Messrs. Macleay and McIntyre, managers), Glasgow, has been sold to Messrs. Brys and Gylsen, London, for about £48,500.

Newbiggin, British steel steamer, 3,836 tons gross, 2,443 net, built at Sunderland in 1906, and owned by the Newcastle Steamship Co., Ltd. (Messrs. J. J. and C. M. Forster), Newcastle, has been sold to Brys and Gylsen, Ltd., London, for about £45,700, and renamed Frankier.

Hugin, Norwegian steel steamer (ex Romedal), 1,878 tons gross, 1,174 net, built at Newcastle in 1901, and owned at Drammen, has been sold to Mr. Albert Jensen, Copenhagen, for about £21,000.

Oysters, Fresh, Fried or Stewed. Flounders, Haddocks, Herrings &c. ALEXANDRA CAVE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
S'HAU, Moji & Kobe	Namsang	Sat., 24th July at 3 p.m.
S'PORE, Pang & Coota	Yatsing	Sat., 24th July at 3 p.m.
MANILA	Yuensang	Sat., 24th July at 3 p.m.
HOIHOW & Haiphong	Loksang	Wed., 28th July at 6 a.m.
W'WEI & Hientsin	Cheongshing	Wed., 28th July at 6 a.m.
SHANGHAI	Yusang	Wed., 28th July at 6 a.m.
S'PORE, Pang & Coota	Fooksang	Thur., 29th July at 3 p.m.
MANILA	Loongsang	Sat., 31st July at 3 p.m.
S'PORE, Pang & Coota	Kumsang	Sat., 31st July at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lanat, Datu, Simpona, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.



R.M.S.P. MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. Subject to change without notice.

HOMEWARD.

For	Steamer	Date of Departure
LONDON	Radnorshire	28th August.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

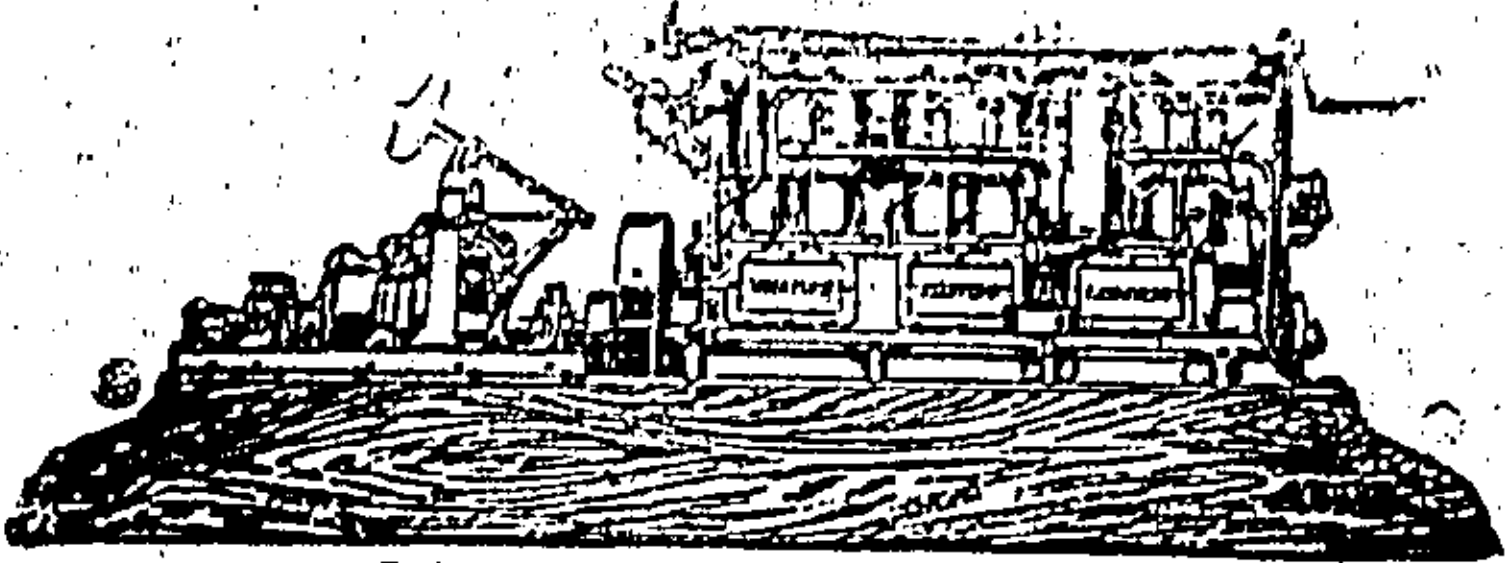
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear. B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS; GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager 11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address: "TAIKOO DOCK."

TELEPHONE No. 21.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Atiantique	M. M.	24, July
M'les, L'don via S'pore etc.	Kashima M.	N. Y. K.	29, July
London via Usual Ports of Call	Kashgar	P. & O.	30, July
Marseilles & London	C. of Rangoon	B. L. L.	31, July
Marseilles via Ports	Polynesian	M. M.	7, Aug.
New York via Ports & Suez Canal	Indrawadi	S. T. Co.	17, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan etc.	Shinyo M.	T. K. K.	27, July
Via, B.O., & S'lo via K'lung & Co.	Sado M.	N. Y. K.	27, July
Seattle	Shawsei M.	J. M. Co.	E. of July
San Francisco via S'hai & Japan & Co.	Persia	P. M. Co.	3, Aug.
Via, T'ma via K'lung & S'hai B.C.	Seattle M.	O. S. K.	6, Aug.
San Francisco via S'hai & Japan & Co.	Korea	P. M. Co.	10, Aug.
Vancouver and Seattle	Sakai M.	J. M. Co.	10, Aug.
San Francisco via Manila & Japan & Co.	Siberia	P. M. Co.	17, Aug.
Sah F'co via S'hai & Japan & Co.	China	P. M. Co.	31, Aug.
Mexican, Peruvian and Chile Ports via Japan	Anyo M.	T. K. K.	10, Sept.

AUSTRALIA.

Australian Ports via Manila | Hitachi M. N. Y. K. | 17, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

Manila	Yuensang	J. M. Co.	24, July
Shanghai, Kobe & Yokohama	Nora	M. M.	26, July
Swatow, Amoy & Foochow	Haimun	D. L. Co.	27, July
Singapore, Penang & Calcutta	Fooksang	J. M. Co.	27, July
Shanghai	Yusang	J. M. Co.	28, July
S'pore, Pang, R'goon & Calcutta	Ceylon M.	N. Y. K.	29, July
Shanghai	Malta	P. & O.	30, July
Bombay via S'pore, Port S'ham, Penang & Colombo	Inaho M.	O. S. K.	2, Aug.
Batavia, Cheribon, Samarang & Singapore, Mauritius & South African Ports	Tjikembang	J. O. J. L.	7, Aug.
S'hai, Moji, Kobe and Yokohama	Madawaska	B. L. L.	25, Aug.
Shanghai	Nora	P. & O.	25, Aug.
Shanghai	Tiipanas	J. O. J. L.	Q. despatch.
Shanghai	Tiiparoom	J. O. J. L.	Q. despatch.
Japan	Tiilatap	J. O. J. L.	Q. despatch.
Shanghai	Tiimanook	J. O. J. L.	Q. despatch.
Shanghai	Tiibodas	J. O. J. L.	Q. despatch.

TO SAIL.

FOR SEATTLE.

The Steamship

"SHINSEI MARU"

will be despatched about the end of July.

For freight and particulars, apply to

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 30th June, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York, via Suez.

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Telephone No. 215, Sub. Ex. No. 9. Hongkong, 23rd February, 1915.

CONSIGNEES

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENALDER."

From LEITH, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th July will be subject to rent.

All claims against the steamer must be presented to the Underwritten on or before the 3rd August or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th July, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th July, 1915.

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS, & MANILA.

s.s. "MONGOLIA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery from the Company's Godown West Point. Cargo will be landed immediately at consignee's risk.

Cargo remaining undelivered Friday, July 16th, 1915 at 5 p.m. will be subject to landing charges and if undelivered Wednesday, July 21st, 1915 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown at West Point Wednesday, July 21st, 1915 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before July 31st, 1915, otherwise they will not be recognised.

R. C. MORTON, Agent.

Hongkong, 15th July, 1915.

MOVEMENTS OF STEAMERS.

CANADIAN MAIL

The C.P.R. s.s. MONTEAGLE left Yokohama on Saturday, the 17th July at 2 p.m. due to arrive Vancouver on Saturday, the 31st July.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 10th inst. and may be expected to arrive here on or about 2nd August.

AMERICAN MAIL.

The P. M. s.s. KOREA sailed from Yokohama yesterday, via Manila for Hongkong.

The mails have been transferred to the s.s. AWA MARU of the Nippon Yusen Kaisha, scheduled to arrive at Hongkong on the 1st August.

The P. M. s.s. PERSIA will sail from Manila on Saturday morning, and will be due at Hongkong on Monday the 26th inst. daylight.

MERCHANT STEAMERS.

The L.C.S.N. s.s. KUTSANG from Calcutta is due at Hongkong on the 31st July.

The S. L. s.s. RADNORSHIRE from London is due at Hongkong on the 28th July.

VESSELS IN PORT.

Steamers.

Wakamatsu Maru, Jap. s.s. 1,732, Yamamoto, 6th July—Wakamatsu, 30th June, Coal—M.B.O.K.	
Lakaung, Br. s.s. 977, Matthews, 29th June—Hilphong, 27th June, General—J. M. & Co.	
Hsinchang, Chinese s.s. Monro, 12th July—Tientsin, Gen.—C.M.S.N. Co.	
Otowa Maru, Jap. s.s. 876, N. Hyodo, 13th July—Moji, 7th July, Coal—M. B. K.	
Hongkong, Br. s.s. 2,555, Kinghorn, 13th July—Amoy, 13th July, Gen.—China & Co.	
Liangchow, Br. s.s. 1,220, Benson, 17th July—Canton, General—B. & S.	
Hitachi Maru, Jap. s.s. 4,031, S. Taminaga, 15th July—Manila, 13th July, Gen.—N.Y.K.	
Tjmancoet, Dut. s.s. 3,510, A.W. La Rooy, 18th July—Java 12th June, Sugar—J. O. J. L.	
Loongsang, Br. s.s. 1,092, Spittle, 16th July—Manila, 14th July, Gen.—J. M. & Co.	
Namsang, Br. s.s. 2,591, H. Gilroy, 20th July—Singapore, 14th July, Gen.—J. M. & Co.	
Yuensang, Br. s.s. 1,128, P. H. Rolf, 20th July—Manila, 17th July, Gen.—J. M. & Co.	
Tean, Br. s.s. 1,561, Trawbridge, 20th July—Manila, 18th July, Sugar—B. & S.	
Dowagong, Br. s.s. 1,647, C. W. Shearer, 21st July—Saigon, 17th July, Gen.—Crep Chong.	
Phoumpun, Br. s.s. 1,055, W. C. Bird, 22nd July—Saigon, 17th July, Rice & General.—Owner.	
Phu-Yen, Br. s.s. 1,245, Babault, 22nd July—Saigon, 18th July, Rice—Bradley Co.	
Bauri Maru, Jap. s.s. 2,390, 22nd July—Keelung, 20th July, Gen.—Doddwell Co.	
Fooksang, Br. s.s. 1,987, T. Grant, 23rd July—Moji, 17th July, Gen.—I. C. S. N. Co.	
Loksang, Br. s.s. 997, G. W. Ritchie, 23rd July—Hohow, 21st July, Rice—J. M. & Co.	
Tinglan Maru, Jap. s.s. 1,520, Yamada, 22nd July—C. W. Tao, 14th July, Gen.—Doddwell.	
Hokuto Maru, Jap. s.s. 2,436, N. Skuki, 22nd July—Sourabaya, 15th July, Gen.—Doddwell.	
Daigi Maru, Jap. s.s. 899, T. Komohi, 23rd July—Haiphong, 21st July, Gen.—O. S. K.	
Huo, Fr. s.s. 730, A. Cornollissen, 23rd July—Haiphong, 22nd July, Gen.—A. R. Marty.	

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LONDON	Kandahar	25th Aug.

Subject to change without notice.

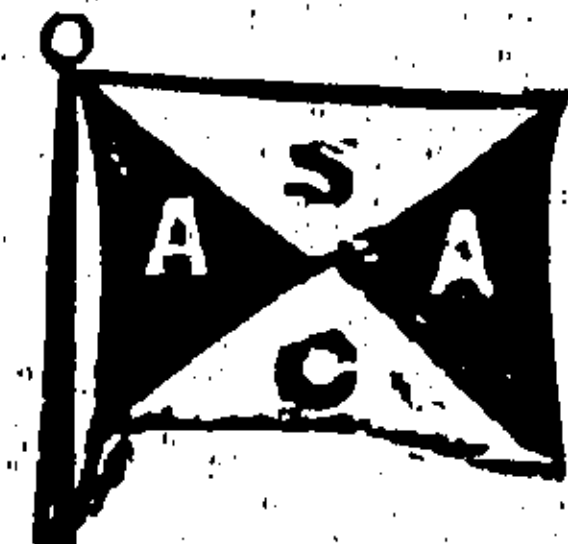
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General Agents.

HONGKONG-NEW YORK.



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No. 1 Dock, Kowloon	100	16' top 17' bottom	10'	5' 6"		
No. 2 Dock, Kowloon	37'	21'	8' 6"	5' 6"		
No. 3 Dock, Kowloon	37'	21'	8' 6"	5' 6"		
Patent Slip, No. 1 Kowloon	42'	25'	14'	5' 6"		
Patent Slip, No. 2 Kowloon	30'	25'	14'	5' 6"		
WAL-KOETSI						
Cornwall Dock	46'	14'	20'	5' 6"		
ABERDEEN						
Hong Dock	410'	14'	21'	5'		
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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, SATURDAY, JULY 24, 1915.

ITALY AND THE WAR.

SOME PROPHETIC UTTERANCES.

WELL-KNOWN LONDON JOURNALIST'S VIEW.

We reprint, to-day, the following article which appeared in *United Empire*, the Journal of the Royal Colonial Institute. It is from the pen of Mr. J. Ellis Barker, whose work is well known to all readers of the London reviews and the better-class daily papers. Mr. Barker is peculiarly qualified for handling matters connected with the present war, for he was born and educated in Germany. Though Italy had not actually entered the war at the time when the article was written, it will be seen that Mr. Barker has not been "out" in his conjectures.

Italy seems on the point of entering into the War. By the time this article is in print she may have actually begun hostilities either with Austria or with Turkey, or with both Powers combined. Naturally, many people throughout the British Empire are inquiring: Why is Italy attacking her ancient ally? Why has she not taken part in the War before now? What are Italy's interests and national ambitions, and what are her feelings towards Great Britain and the Dominions? These questions will be answered in the following pages.

Italy has been a member of a Triple Alliance since 1882. That alliance was renewed only a short time ago. At first sight, it seems that an attack upon her ally is an act of the blackest treachery. However, we must remember that some alliances are entered upon voluntarily, and are true alliances in the full sense of the word, genuine partnerships among nations, while there are others which may be called sham alliances, into which nations have been forced to enter against their will. The alliance between Italy and Austria was of the latter kind. Besides, there are defensive alliances and alliances for both defence and offence. The Triple Alliance was of the former kind, and especially excluded at war arising about the Balkans. Italy was therefore under no obligation to support her allies in the present war.

After the Franco-German War of 1870-71, it was Bismarck's principal object to isolate France, and to strengthen the position of the New German Empire by powerful alliances. Immediately after the sanguinary rising of the Paris Commune, he suggested to the Emperor of Russia and Austria an alliance against the Forces of Revolution, and soon afterwards the Three Emperors Alliance was concluded. Desiring to weaken Russia, he encouraged that country to make war upon Turkey. When, in 1877, a Russian army stood before the gates of Constantinople, Austria and England opposed Russia's progress. Russia was exhausted. Peace between Russia and Turkey was made at the Congress of Berlin, over which Bismarck presided. At the Congress Russia was deprived of the fruits of her victory, while Austria was given control of Bosnia and Herzegovina. (They were not actually incorporated in the dual monarchy till 1908.) Naturally, Russians were incensed at the attitude of Germany and Austria, for they had saved Prussia from extinction at the time of Napoleon I., and had enabled her to defeat Austria in 1866 and France in 1870 by their friendly attitude and by promises of support. Desiring to establish Germany's security by means of a powerful alliance, Bismarck immediately raised the Russian spectre in

Austria. He suggested to the Court at Vienna the necessity of an Austro-German alliance to ward off the Russian peril, and soon an Austro-German alliance was concluded.

Austria and Italy are historic enemies. At the Congress of Vienna, in 1815, Austria split up Italy into a number of artificial States, brought the whole country under her domination, and divided it against itself. She abolished the political reforms which had been introduced in Italy in the revolutionary era and at the time of Napoleon. She re-established the monasteries which had been suppressed, crippled education, and handed it over to the Church. All Italian professors suspected of Liberal views were dismissed. The Press was muzzled. Free speech was destroyed. All Italians suspected of Liberal or patriotic leanings were spied upon, imprisoned, or bounded out of the country. Italy was ruled by terror. The country swarmed with police agents, spies, and informers. The Austrian prisons were filled with Italian patriots. The leading Italian poets, authors, and scientists were treated as conspirators and common criminals. Powerful fortifications were constructed in the Lombardo-Venetian kingdom. They were filled with Austrian soldiers, and Austrian troops began to act as executioners even in the non-Austrian and nominally independent States of Italy. Popular risings of the outraged people were ferociously suppressed. After repeated unsuccessful revolts, the Italians recovered their freedom and unity in the wars of 1859 and 1866.

The Italian people have not forgotten their suffering under the Austrian rule. The older men keenly remember the tyranny under which the country suffered for decades. Moreover, the hatred of Austria was kept alive after the war of 1866 by Austria's folly. In the wars of 1859 and 1866 the Italian States of the Peninsula were at last united, but a considerable number of Italians still remained outside the Italian frontiers. There are large Italian settlements on the French Riviera, near Nice, in that part of Switzerland which is nearest to Italy, in French Corsica, in Malta, and in the Austrian-Dominions. The French, the English, and the Swiss, have treated their Italian citizens with justice and these have no reason to complain of living under a non-Italian Government. On the other hand, Austria, filled with hatred and resentment at having been expelled from the Italian Peninsula, continued to treat with injustice and oppression the numerous Italians within her borders.

A glance at the map shows that Italy is protected towards the north by immense mountain walls which convert that country into a natural fortress of the greatest strength. However, there is a dangerous opening in that mountain wall. When withdrawing from Italy, Austria retained the Italian Trentino. Of the inhabitants of the Southern Trentino about 95 per cent. are Italians. It is a purely Italian land, and it is of the greatest strategic value. As long as Austria occupies the strongly fortified Trentino Italy's position is insecure. Austria commands all the mountain valleys right down into the wealthy Italian plain. Part of the celebrated Lago di Garda is Austrian. Towards the east of Italy lie the

Italian towns of Trieste, Pola, and Fiume, and the coast of Dalmatia, which are retained by Austria-Hungary. In Roman times and in the time of the Venetian Republic flourishing Italian settlements were founded on the eastern shore of the Adriatic. Italy has strong claims to Trieste, Pola, and Fiume, and to some of the Dalmatian coast towns, for both historical and racial reasons.

Austria-Hungary retained after the war of 1866 valuable territories peopled by Italians, whence she could easily invade Italy, and the danger of an Austrian attack was all the greater as the great length of the Italian Peninsula and the paucity of railways made a rapid concentration of the Italian Army in the north extremely difficult. As long as the Trentino is in Austria's hands, Italy feels threatened by Austria, which occupies a wide breach of the mountain wall which protects the country towards the north. Feeling that she had Italy in her power, Austria has treated outrageously the Italians under her rule, and endeavoured to denationalise them by every means at her command. She endeavoured to Germanise them in the Trentino, and she tried to convert them into Slavs in Trieste, in the Istrian Peninsula and in Dalmatia by settling Slavs among them, by suppressing the Italian language and Italian schools, and she continued towards her Italian population the same tyrannous policy which she had pursued towards the Italians in Italy before she had been expelled from the country. Naturally, the inhabitants of the Italian kingdom hated the nation which suppressed their brothers. The Italia Irredenta arose, a movement to acquire "redeemed Italy," the territories occupied by Italians sighing under a foreign yoke. Therefore, while the Italians in Italy were little concerned about their brothers who lived under French and English rule, they passionately desired to free their brothers from Austrian tyranny and oppression.

When Bismarck concluded the alliance with Austria he feared that Italy might join Austria's enemies and at the time of a European war take from Austria the territories peopled by Italians. Even if Italy should remain neutral Austria would not be able to act with her whole strength against Russia, for she would be compelled to station very considerable military forces on the Italian frontier. Hence, Bismarck desired to assure himself of Italy's support, or at least of her benevolent neutrality. Nations do not readily attack an ally. Bismarck desired to attach Italy to the Austro-German Alliance.

Italy did not join the Austro-German Alliance voluntarily. She was forced to join it by menaces. Italy was threatened by external and internal dangers. While Austria threatened her in the north, strong foreign and Italian influences threatened her with the re-creation of the Pope's temporal power, with the transference of Rome and of the old States of the Church from the King of Italy to the Pope. The Marquess Capelli, a former Minister of Foreign Affairs of Italy, wrote in his book *La Politica estera del Conte di Robilant*:

"None knew better than Count Robilant how much we were isolated and how great was the danger arising from the hostility which certain Powers displayed towards us. When Prince Bismarck went to Vienna in 1879 in connection with the conclusion of the Austro-German Alliance, the Ambassador was the only Ambassador in Vienna who was not visited by the Prince. That was not the only evidence of Germany's attitude towards Italy. The Austrian Minister of Foreign Affairs, Count Andrassy, told Bismarck that Austria had been constantly provoked by the agitation of the Italian Irredentists and

that she might at last feel compelled to make war upon Italy and he asked the Prince whether, in that event, Germany would have any objection to Austria taking possession of part of those Italian Provinces which had been Austrian and which Austria had lost to Italy in 1859 and 1866. Bismarck hesitated a moment and then answered: "No we would not raise any objections. Italy is none of our friends." About the same time the Papal Nuncio inquired whether Germany would object to the re-establishment, or at least the partial re-establishment, of the Pope's temporal power, and he received exactly the same reply. These utterances showed Germany's sentiments towards Italy."

Monsieur A. Billot, who from 1890 and 1897 was the French Ambassador in Rome, wrote in his memoirs: "Italy's hesitation to join the Austro-German Alliance was overcome by alarming the Italian Government. Germany pretended to be favourably inclined towards the Vatican, and took open steps towards a reconciliation with the Pope. Thus Italy was trapped into an alliance of which the first advantage was to be that Italy would be guaranteed against attempts to restore the temporal power of the Pope, a policy which was favoured, or at least not disapproved of by Germany."

The foregoing extracts should suffice to show that Italy did not join Austria and Germany voluntarily, but was forced by threats to enter the Triple Alliance. Moreover Austria did nothing to ingratiate herself with Italy. She not only unceasingly persecuted the hundreds of thousands of Italians under her rule, but many of her leading men preached a war of revenge against Italy, and the re-conquest of the Italian Provinces which were formerly held by Austria. Among the most determined advocates of such a war of revenge were the late Archduke Francis Ferdinand, and some of the most influential military men of the Dual Monarchy. In the Balkan Peninsula Austria-Hungary pursued deliberately a policy hostile to Italy. She endeavoured to secure there positions whence she could threaten not only Italy's commercial interests but her very existence. In the year 1906 Signor Pelligrini, an eminent Italian publicist, wrote in his important book *Verso la Guerra?—Il Dissidio fra l'Italia e l'Austria*:

We have to calculate in the future with the fact that the Austro-Hungarian Empire, though nominally our ally, is our determined enemy in the Balkan Peninsula. Therefore it is most that we should enter into more intimate relations with Russia, the only nation which, in co-operation with Italy, can act as an adequate counterpoise. Only thus can we secure the maintenance of the threatened balance of power in the Balkan Peninsula."

These words were written ten years ago. Since then Austria has shown still further her hostility to Italy both in the Balkans and elsewhere. Besides, if rumour may be believed, Germany has endeavoured to paralyse Italy by raising the natives in Tripoli in revolt against the Italians.

The policy of nations is determined by their needs. The principal needs of nations are two—security and prosperity. Italy's security is threatened only from Austria, and it is threatened in two directions. It is threatened in the north, where Austrian troops occupy a wide breach in the Italian mountain walls, and it is also threatened in the Adriatic. A glance at the map shows that the western shore of the Adriatic is Italian; while the eastern shore belongs chiefly to Austria-Hungary. The western Italian shore is flat and sandy, and is devoid of good harbours suitable for naval warfare. On the flat

Italian shore a landing may easily be effected. The eastern shore of the Adriatic contains innumerable excellent harbours. The coast is very mountainous. Huge hills protect the numerous natural inlets, and in front of the Austrian shore lie innumerable islands crowned with lofty mountains. The eastern or Austrian shore of the Adriatic is a huge naval base of the greatest defensive strength, whence attacks may be made upon the easily accessible Italian shore opposite, and whence large armies may rapidly be thrown into the centre of Italy. Not unnaturally, the Italians have watched with the gravest concern Austria's attempt to control Albania.

The Adriatic has a narrow opening, the Strait of Otranto. Here, in Albania, lies the large and excellent harbour of Valona, the Gibraltar of the Adriatic. Austria has endeavoured to acquire that precious position, but some time after the commencement of the present war Italy occupied it under a transparent pretext. Yet Austria did not venture to protest. For her security Italy requires the control of the principal Adriatic harbours which are now in Austria's hands and the possession of the Trentino.

The economic position of Italy is a curious one. Italy has an excellent climate, but the country is naturally exceedingly poor. The country is covered with barren mountains, and abounds in fever-stricken swamps. Only a comparatively small portion is suitable for agriculture, and agriculture is hampered by frequent drought. Agriculture and manufacturing industries are furthermore impeded by the absence of large navigable rivers, and by the fact that the country, though rich in stone, is devoid of valuable minerals and of timber. Italy produces very little timber, and practically no coal and no iron ore. She produces less coal in a year than does Great Britain in a single day. Although waterfalls provide cheap electricity in some parts of the country, water-power can of course in no way replace coal, iron, and timber which the country lacks. Although Italy is agriculturally, industrially, and commercially extremely unfavourably situated, she has a very dense and rapidly increasing population. Per square mile there are 100.6 people in Spain, 191.2 in France, 311.0 in Germany, 313.5 in Italy, and 372.8 in the United Kingdom. Per square mile the population is 50 per cent. greater in barren Italy than it is in fertile and prolific France and somewhat larger than in industrial Germany. As the population increases very rapidly, the nation is poor, and enormous numbers of the people are forced to emigrate. In 1912, 711,446 Italians left their country. Italy has by far the largest emigration in the world, but the Italians are so fond of their homeland that vast numbers return. Hundreds of thousands of Italians go every year abroad to gather the harvest. Italian harvesters travel temporarily as far as Western Canada and the United States, Argentina, and Brazil.

Italian statesmen naturally desire not only to increase the security of their country by acquiring the threatening strategic positions which are at present held by Austria, and which are largely peopled by Italians, but also to obtain lands outside Italy where Italian emigrants may settle, where the Italian industries may find the raw produce they need as well as outlets for their manufactures, and where Italian commerce and finance may find a field for profitable employment. Feeling the need of outlets, the Italians have acquired at ruinous cost Erythraea, Somaliland, and lately Tripoli. So far, Tripoli alone has cost them the enormous sum of £60,000,000. If the Italians should join in the War on the side of the Entente Powers, they might secure not only the valuable strategic positions held

by Austria which at present threaten Italy's security, but they might receive as well valuable colonies in the Mediterranean and elsewhere. Italy has staked out claims on the coast of Asia Minor, about the port and bay of Adalia, where she has secured railway concessions. The Italian sphere of interest in Asia Minor is extremely fruitful; it is very thinly populated at present. It is rich in minerals, and millions of people may make a living there under a good Government.

Italian statesmanship naturally follows the policy of security and expansion. Italy's security and her possibility of expansion depend not merely on her control of some positions which dominate the country, but also, and chiefly, on the balance of power in Europe. England and Italy are equally strongly interested in the preservation of a European equilibrium. Both are equally strongly interested in the freedom of the sea. Italy cannot feed herself, and her very life depends on her foreign trade. Her citizens are as dependent upon the sea-borne trade as are those of the United Kingdom. That may be seen from the statistics.

If Germany and Austria should be victorious in the present War, Italy's independence would be gone, even if the two Central Powers should give to Italy not only the Trentino and the harbours on the Adriatic, but Corsica, Tunis, Malta, Egypt, and Nice as well, as has been promised. An enormous Austro-German empire, stretching not merely from Hamburg to the Adriatic, but from Antwerp to Aden and far into France and Russia, a State possessing considerably more than 200,000,000 inhabitants, would control and dominate all Europe, and if the Austro-German Alliance should have defeated Great Britain as well it would not only rule the Continent but also the sea. Such an enormous empire would absolutely dominate the fate of Italy. Italy would exist merely on sufferance. Austria hates Italy not only because she was driven out of the Peninsula, but also because Italy has seized upon Valona, the port which dominates the Adriatic. Austria and Germany hate Italy because that country left them in the lurch at the outbreak of the present War. If Germany and Austria should be victorious it would be only human and natural if they should take their revenge upon Italy. Not only would the Adriatic become an Austrian sea, but Italy herself would become once more an Austrian satellite, if not an Austrian possession. Italy's independence would be gone.

Italy depends for her existence upon her sea-borne trade. She can find adequate outlets for her population and industries only by acquiring colonies overseas. Last, but not least, Italy is most vulnerable from the sea. Nearly all the most important Italian towns lie on or close to the shores, and the Italian main lines of railway hug the shore and are carried over innumerable viaducts, bridges, and through hundreds of tunnels which can easily be destroyed from the sea. Italy is, therefore, closely concerned not only in the maintenance of the balance of power in Europe but also in the freedom of the sea. She is the natural ally of a liberal nation which dominates the sea. Hence Italy's interests and those of Great Britain are identical. Moreover, Italians are attracted towards Englishmen by a natural affinity, by a democratic spirit common to both nations, by a longing for liberty, and Italians have not forgotten the sympathy which England showed to Italy in her heroic struggle for freedom and independence.

Although Italy is vitally interested in the victory of England and of the Entente Powers, and although the majority of her statesmen are aware that the victory of Germany and Austria

would be fatal to their country, Italy has not joined in the War before now for important reasons. At the beginning of the War the Italian army was not ready. Italy was ill provided with modern artillery. A large number of her troops and much of her artillery were in Tripoli. Her reserves of arms and ammunition, which had been insufficient, has been still further depleted by the warfare in Tripoli. Italy required time to get ready for war. Moreover, Italian statesmen considered that the country should join in only at the psychological moment. They wished to join in the general attack when France, Russia, and England were ready for their spring campaign. Lastly, the Italians wished to settle beforehand all diplomatic and territorial questions, so that their participation in the war should not lead to unpleasant misunderstandings with the Entente Powers after its conclusion.

A strong sense of caution prompted Italian statesmen not only to abstain from intervention before the Entente Powers were ready for the principal campaign but likewise caused them to hesitate until all questions which might give rise to misunderstandings and friction had been definitely settled. Among these difficult questions that of the Eastern Adriatic shore is particularly interesting and important.

Along the Austrian shore of the Adriatic there are ancient Italian settlements, but the whole Hinterland is Slavonic. Servians urgently require a free and ample outlet towards the Adriatic. If the present war should end in a decisive victory of the Entente Powers, a Greater Serbia will arise. The Austrian Provinces bordering upon Serbia, such as Bosnia and Herzegovina, Dalmatia, Croatia, Slavonia, and Carniola are Slavonic, are Serbian. A Greater Serbia, having from 10,000,000 to 12,000,000 inhabitants, must be able to reach the sea. It would obviously be very unwise if Italian statesmen, taking advantage of their opportunities, should abuse them and should, on historic or other grounds, endeavour to obtain so large a share of the east coast of the Adriatic as virtually to exclude Serbia from that sea. If they should do that they would take up towards the Servians the same attitude which the Austrians have adopted towards the Italians in the past. They would, therefore, create serious differences between the two States.

Italy on the west of the Adriatic and Serbia on the east of that sea are obviously equally strongly interested in maintaining the freedom of the sea, and the *status quo* in South-Eastern Europe which will be created at the future Congress of Peace. Moreover, Italy and Serbia ought to be the best customers of one another. Serbia could supply Italy with the food and raw materials she needs, and Italy could provide Serbia with the manufactured goods she requires. Being neighbours, they ought to be the best friends and customers. However, if Italian statesmen should unfortunately create a feeling of resentment among the Servians, their future relations might suffer, to the lasting harm of both nations. Both Italians and Servians should remember the virtue of moderation, and the proverb that one hand washes the other, which exists both in the Italian and Servian languages.

J. ELLIS BARKER.

Between Friends.—A country editor wrote: "Brother, don't stop your paper just because you don't agree with the editor. The last cabbage you sent us didn't agree with us either, but we didn't drop you from our subscription list on that account."—*Boston Transcript*.

THE HONGKONG TELEGRAPH.

SECOND EXTRA

HONGKONG, SATURDAY, JULY 24, 1915.

CIGARETTE AND TOBACCO FUND.

For The Allied Forces at The Front.

Amount acknowledged to 13th July 1915 ... \$5503.91
Bank Interest to 30th June 1915 ... 2.84
Miss B. Walker's List Continued ...
Tipperary ... 5.00
Tobacco ... 5.00
Eddie French ... 3.01
A.S. ... 2.00
Miss Clarke ... 1.00
Poker and N.V. ... -80

Mr. and Mrs. N. J. Stabb ... 16.81
No name ... 50.00
Mr. R. Hudson ... 1.00
Mrs. K. ... 5.00
Kowloon Book Reading Room and Recreation Club ... 166.00

List No. 4 B.

E. A. ... \$2.00
J. B. ... 2.00
Anna ... 5.00
N.S.M. ... 2.00
J. ... 5.00
G.B.L. ... 1.00
J.P. ... 2.00
W.D. ... 2.00
W.J.H. ... 2.00
C.P. ... 5.00
H.J. ... 2.00
G.S.A. ... 3.00
P.S.L.B. ... 3.00
H.G.J. ... 1.00
H.G.S. ... 3.00
H.E. ... 3.00
H.E. ... 3.00
L.N.M. ... 3.00
J.A.R. ... 2.00
A.O.L. ... 2.00
W.H.S. ... 2.00
G.T.E. ... 5.00
G.M.Y. ... \$5.00
L.J.G. ... 2.00
R.B. ... 5.00
L.S.G. ... 5.00
E.C. ... 1.00
A.M.W. ... 5.00
C.E. ... 5.00
W.E.L. ... 5.00
J.M.H. ... 5.00
A.L.G. ... 2.00
G.E.S. ... 5.00
W.C.B. ... 2.00
A.W.L.R. ... 3.00
Mr. W. Nicholson ... 5.00
"F.H. Robinson ... 3.00
"G.A. Robinson ... 3.00

List No. 4 C.

Joyce & Dorothy ... \$1.00
P.T. ... 5.00
S.J.D. & Co. ... 5.00
Mr. F. Bevington ... 2.00
N.S.M. ... 4.00
T.W.H. ... 2.00
R.S. ... 5.00
A.K. ... 2.00
A.O.L. ... 2.00
K.G. ... 2.00
C.B.J. ... 1.00
Mr. H.M. Webb ... 2.00
Mr. R.W. Mo. Latyre ... 3.00
Mr. A.R. Austin ... 2.00
Mr. F.W. James ... 2.00
Mr. J.B. Kinghorn ... 2.00
Capt. Innes ... 2.00
Capt. French ... 2.00
J.W.B. ... 2.00
A.A. ... 1.00
Mrs. A.J. Pumfrett ... 2.00
E.E.G. ... 1.00
Chai Wan (W.B.) ... 2.50

\$63.50
Total ... \$5,931.68
Amount expended ... 5,398.73

Balance in hand:—\$ 532.95
The Committee desires to express its sincere thanks to the ladies who are so kindly taking an interest in collecting subscriptions for the fund, also for the very handsome contribution from the Kowloon Book Reading Room and Recreation Club, which will enable the Committee to order another Consignment. It is most gratifying to be identified with a work of this kind when such ready assistance is given. Judging by the many acknow-

TELEGRAMS

THE BENALLA.

FIRE DANGER OVER.

(Reuter's Service To The "Telegraph")

London, Received July 24.
The s.s. Benalla has wirelessed that she will reach Durban tomorrow. The danger of fire is over. The s.s. Otaki has resumed her voyage.

THE STANDARD OIL RIOT.

AUSTRIAN AMONG THE WOUNDED.

London, Received July 24.

Reuter's New York correspondent says that two strikers were killed and eight wounded at Bayonne in the attacks upon the guards at the Standard Oil works. One of the wounded men is an ex-Austrian soldier.

OBITUARY.

SIR SANDFORD FLEMING'S DEATH.

London, Received July 24.

Reuter announces the death of Sir Sandford Fleming, K.C.M.G., Chancellor of Queen's University and formerly engineer in chief of the Canadian Pacific Railway. [Sir Sandford Fleming was born in Scotland in 1827 and went to Canada at the age of 18. His rise was a quick one and he became chief engineer of the C.P.R. in 1871. He was one of the main promoters of the movement for establishing the Pacific cable and a Pan-Britannic telegraph service. He was an authority on time notation and had published various works on that and other subjects.]

Reuter's London correspondent says that the British armoured motor cars have been most successful against the enemy in Gallipoli, and that the capture of trenches recently is due to their help. They darted towards the entanglements and grappled the wires with iron hooks attached to the cars by short chains. They then went rearwards, at full speed, tearing down the entanglements for a length of a hundred and fifty yards, and infantry quickly filled the gap.

It would seem from the following that the supply to the front is not of the rosy hue that we hear about and surely the people of Hongkong will not allow it to be said that they let the movement fall through. The Committee was able to send two consignments a month for the first six months, now they are barely able to send one. Extracts from Soldiers' Letter. What we need out here is something good to smoke. We used to get plenty, but now there are so many more of us, cigarettes are as scarce as hens teeth. Have the people forgotten us? The Consignment, ordered on the 1st of June have been sent to the front for distribution amongst the following:—
1st Essex Regt. 10,000 Woodbines and 44 lbs. Plug Tob. 1st Suffolk Regt. 10,000 Woodbines and 44 lbs. Plug Tob. 1st R. West Kent 10,000 Woodbines and 44 lbs. Plug Tob. 1st Dorset Regt. 10,000 Woodbines and 44 lbs. Plug Tob. 1st Devon Regt. 10,000 Woodbines and 22 lbs. Plug Tob. 1st D.C.L.I. 10,000 Woodbines and 44 lbs. Plug Tob. P. P. O.L.I. 10,000 Woodbines and 44 lbs. Plug Tob. K.O.S.B. 10,000 Woodbines and 22 lbs. Plug Tob. 1st S.W. Borderers 10,000 Woodbines and 22 lbs. Plug Tob. 1st Shropshire L.I. 10,000 Woodbines and 22 lbs. Plug Tob.

GEO. J.B. SAYER,
Hon. Secretary & Treasurer.

TO-DAY'S LATEST WAR TELEGRAMS.

GENERAL BOTHA'S WELCOME

IMPRESSION MADE BY HIS SPEECH.

July 23, 3.25 p.m.
The splendid reception accorded to General Botha at Capetown was the forerunner of a series of similar welcomes received from towns and even villages in South Africa. General Botha's speech has made a great impression. He ascribed his success to his officers and men, and he emphasized the fact that the value of the campaign was that of leading to a better understanding between two white races. Speaking of the hardships and sacrifices of the troops, he said it was often after a burning march that they had to scrape the dry river-bed for water for the horses, whose tongues were so dry that they were unable to drink, and the water had to be forced down their throats. He resolved to follow the principles for which he had stood hitherto.

THE ITALIAN TRENCH WAR.

MAGNIFICENT DISPLAYS OF HEROISM.

July 23, 1.45 p.m.
The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund.
T. T. from the Chinese merchant of Tientsin \$10,000-Tientsin currency \$9,117.50.
Per Kwong Wah Hospital collection No. 7, 2,428.55.
The following Subscribed \$2000.00 Bank of Taiwan, Pacific Mail Steamship Co.
The following Subscribed \$1000.00 Messrs. Jardine, Matheson & Co., Ltd. Messrs. Butterfield & Swire.
Inhabitants of Shangkwan 719.18
Teachers, Pupils & Friends of Saiyungpan Government School 282.64.
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Diocesan Boys School 227.35.
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Mr. B. S. Vergette, \$25.00.
Mr. D. B. and Mr. A. K. Grondahl, each \$10.00.
Already acknowledged \$223.812.43.
Total \$245,342.52.

THE PROGRESS IN GALLIOLI.

WONDERFUL WORK BY ARMoured CARS.

July 23, 0.20 p.m.
A despatch from Mitylene says that the British armoured motor cars have been most successful against the enemy in Gallipoli, and that the capture of trenches recently is due to their help. They darted towards the entanglements and grappled the wires with iron hooks attached to the cars by short chains. They then went rearwards, at full speed, tearing down the entanglements for a length of a hundred and fifty yards, and infantry quickly filled the gap.

AUSTRIAN COMMUNIQUE.

MORE ENEMY ADMISSIONS.

July 23, 2.20 p.m.
The fierceness of the fighting on the Isonzo is illustrated by an Austrian communique, which mentions that ten Italian regiments successively attacked the trenches at Podgora and other points composing the bridge-head of Goritz. There was constant hand to hand fighting, and the communique admits that trenches were pierced.

FRENCH MUNITIONS.

NATIONAL REGISTER BILL INTRODUCED.

July 23, 2.20 p.m.
Reuter's Paris correspondent says that a National Register Bill has been introduced into the Chamber with a view to the better utilisation of the workshops for munitions.

SIR IAN HAMILTON'S REPORT.

(Official Telegrams from British Foreign Office.)

July 22.
Sir Ian Hamilton reports that, in the Northern section of operations, a raiding party rushed a trench in front of our line during the night of July 18. All the enemy fled except one who was killed. On the 19th an anti-aircraft gun was located, and hit with the second round one of our guns, and was blown into the air with the fifth round. In the Southern area the Turks, on the 18th, made an attack on some newly-captured trenches in the French section, but were easily repulsed. There is steady progress in the British section daily, consolidating and in some cases extending trenches won on the 12th and 13th. Yesterday, the 21st, a small redoubt was captured, with insignificant loss, and a successful attack was made on part of a communication trench held by the enemy. A Turkish machine gun opposite our left was knocked out by French artillery. In both sections the enemy artillery has been active.

THE PIRATES' BAD WEEK.

(Official Telegram from the British Foreign Office.)

July 22.
The Admiralty announce that, during the week ended July 21st, 1823 vessels arrived at and sailed from British Ports; none were sunk by submarines.

THE KWANGTUNG FLOODS.

Canton Returning to Normal.

The latest that we hear from Canton is that Shamen is now going about its business pretty much as usual, and is counting the cost of the past fortnight's upset.

The native city, no longer under water though indescribably littered and slushy in parts, is still a prey to the most terrible smells, and sickness, of course, rife. The cholera situation is still, happily, confined to a few isolated cases, and we understand that there has been hitherto nothing in the nature of a scare, either in the city or on Shamen. The authorities are taking measures to prevent, as far as possible, any spread of disease.

Subscription List No. 8.

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Diocesan Boys School 227.35.
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THE SUBMARINE'S PART IN WAR.

ITS OFFENSIVE AND DEFENSIVE VALUE.

What Americans Think.

The following from the New York Evening Post, is of particular interest in view of the German American situation.

Submarines have played a significant part in the naval strategy and offensive and defensive tactics of the present war. Great Britain found submarines of value in the first fight off Heligoland, while Germany's process of picking off warships and merchant vessels through the medium of submerged attack has done something more than give point to the optimistic statements of adherents of the submarine type of warship which have been heard since the effective submarine became a fact nearly twenty years ago. In the opinion of naval officers familiar with this branch of the service the disaster of the F-4 off Hawaii, can play no important part in influencing one way or another the status of the submarine as established not alone by the war on the other side but by years of practical testing here.

When the F-4 is raised and the cause of the accident is learned some suggestion as to improvement in construction or mechanical detail may develop. At all events, whatever happened, the submarine is here to stay, and, more, it is believed by many will eventually come to supersede not alone costly battleships but expensive fortifications, especially in the case of nations whose wars are more likely to be defensive, when the submarine becomes able to operate upon equal terms with the battleship in respect of sea endurance and speed, then, indeed, it is held, will come the time when the great fighting leviathans will leave the sea forever. In the meantime the defensive side and relative economy of operation, together with other phases of the submarine question, are to be considered.

Life of a Submarine. While battleships, battle cruisers, cruisers, torpedo-boat destroyers serve but comparatively few years of usefulness and then, tactically, if not actually, become candidates for the junk heap, or of use as a part of the naval equipment of the smaller South American republics, submarines enjoy a much longer life. As evidence of this consider the fact that the five submarines sent to Panama to guard the Canal zone, pending the completion of our fortifications there were built in 1900—two years after the war with Spain.

It was in 1897 that the first submarine of the Holland type—known as the Holland—was tried before Government authorities with the result that Congress appropriated money for the building of the submarine flotilla which is now doing service at the Isthmus. These craft were the products of the Electric Boat Company, which was formed for the purpose of taking over the Holland Torpedo Boat Company, the Electric Launch Company, and the Electric Dynamo Company. And the interesting thing is that these submarines, built fifteen years ago, are still considered formidable from a military point of view; formidable, of course, when operating under water. They have not the speed and radius either on or under the surface of the water that the submarines of the later type have. The point is they are not in any sense out of date.

One cannot say this of destroyers and battleships built fifteen years ago. The submarines at Panama, five of them, costing \$750,000 each, and having 500 miles of coast to protect are regarded by military strategists as perfectly capable of defending the canal. This would seem to indicate that the "snore" at the submarine as an efficient engine of war which one hears in Washington is not borne out when a condition and not a theory arises. The forts the Government is building are costing "millions" of dollars, and it is an open question, some hold, whether a battleship of the Queen Elizabeth type, with

her fifteen-inch guns, could not outshoot our forts, or at least cause a tremendous amount of trouble for us.

It is not reasonable to believe the Queen Elizabeth, or any other battleship yet to be built, or any group of battleships, could come sufficiently near to Panama to do damage were there submarines lurking about. A battleship just naturally has no use for a submarine, doesn't care for its company at all. By the same token the war vessels of the Allies would be more wary, vastly more wary in their operations against the forts of the Dardanelles were the defenses backed by craft of the under-water type.

Relative Values. It is not, thus, difficult to conceive of one submarine, valued at \$500,000 or \$750,000, being a great deal more valuable than a battleship of the Pennsylvania class, built at a cost of \$15,000,000. It costs about a million dollars a year for the upkeep of a great Dreadnought, when in commission. The cost of submarines of the new K class, fully equipped, is half a million dollars, and the estimated cost of maintenance is \$23,000 a year—all expenses included.

Naval advocates of the submarine argue that the serviceableness of this craft, as shown under actual war conditions, proves their point that an adequate number of submarines would be insurance enough against blockade of the American coast by an enemy fleet. These experts assert, too, that such a flotilla would make it too hazardous for a battleship fleet to attempt an offensive demonstration along our shores. The fact is that battleship commanders are not going to approach waters where they know submarines are lurking. This isn't theory; this is a fact brought out in the present war in Europe; witness Admiral Beatty's statement that he withdrew from pursuit of the German raiding "quadrant" in the last North Sea battle because of the presence of the enemy's submarines.

England is against the thorough acceptance of the submarine vessel as a main naval arm on the ground that battleships serve to keep transatlantic trade open, and it is only fair and just to say that she has warrant of reason for her stand. But England must keep the ocean lanes open if she is to survive. Coming down to the hard, grim, cold facts of war, her problem is no, it is said, as ours would be. We haven't any merchant marine to maintain in the first place, and, secondly, the country could be self-supporting so far as all the necessities and many of the luxuries of life are concerned. The objections of our naval officers are, admittedly, reasonable, too. Submarines are uncomfortable as to accommodation; the perfectly appointed and commodious wardrooms of the battleship are eminently preferable. As to the hazardous nature of service aboard craft that submerge the records of our navy show service aboard boats of the sort is less dangerous than aboard battleships; but of that more later.

The latest American submarines now in commission have a radius of 5,500 miles. They can make this distance without once filling their Diesel motor tanks. They will make 12 knots an hour on the surface and 10½ under water. What may be done in the way of coast defense work may be gathered from the achievements of the division of submarines which engaged actively, in cruises, maneuvers, and target practice along the Atlantic seaboard between March 1 and November 1, 1911. In that time the division cruised from Annapolis, Md., to Portsmouth, N. H., the harbours of Chesapeake Bay, Newport, Provincetown, Boston, Gloucester, Rockport, and Vineyard Haven Sound being successfully navigated in submerged condition. The boats were often separated from their parent ships for periods of from two to four days, and every sort of weather, gales, snowstorms, fog, and the like were encountered and set at naught.

One extraordinary run was made from Newport, R. I., to Gloucester, Mass. Practically the entire distance of 190 miles was covered with the submarine under water. One stop was made at the entrance to Narragansett Sound, and the other at Provincetown. The longest time, according to Lieut. D. O. Bingham, U. S. N., of any one submergence was about twelve hours, and the greatest distance submerged on any one run was fifty-five miles. The submarines were separated from their tenders and were self-sustaining in every respect, and the run took less than sixty hours, although no attempt for a record was made. The division consisted of seven boats.

Against Invading Fleet. This year, in the maneuvers, the submarines were called upon to guard all harbours from Gay Head to Montauk Point that could be used as bases for an invading fleet. The submarines, awaiting the attack of the battleship and destroyer fleet, disposed themselves accordingly. In the day problem, two submarines succeeded in delivering hidden attack before the invading battleship fleet had anchored off a certain port, and the other four delivered their attack three hours after the invaders had anchored. In the night problem only two of the submarines were successful, as the battleships pierced a line well to the eastward and the exercise was declared completed before the submarines at the entrance to Long Island Sound could come up.

The flotilla cruised 25,000 miles on the surface and 3,800 miles under it in the eight months it was in commission, which certainly speaks well for the mobility of the craft. A submarine when cruising on the surface cannot be seen, with the aid of a glass, at a distance greater than ten miles. Then, too, it has possibilities in the way of underwater maneuvering that serve to keep it hidden from searching eyes. After sighting the enemy its approach is absolutely hidden until, when the time comes to deliver attack, the periscopes must be raised for periods of from two to five minutes. But assuming this is detected—the chances are as many that it will not be, as that it will, considering misty or rough water, or darkness—there is still four hundred feet of water over the hull, which gives perfect invulnerability.

The fourteen-foot submergence is given on the assumption that the periscopes—six inches in diameter—is raised the necessary five feet above the water. The German craft which are creating so much havoc in the North Sea remain away from their base, it is estimated, from ten days to two weeks, and the belief of local submarine experts is that they spend their nights "sleeping" on the bottom of the North Sea, rising to the surface each morning. The North Sea, with its even depth of from sixty to seventy feet off the British coast, makes an ideal bed for lurking submarines.

As to Safety. Now as to safety: the fact that the disaster to F-4—formerly known as the "Skate"—is the first that has occurred in the seventeen years that this Government has been interested in craft of the type speaks volumes.

The modern submarine is built to withstand a pressure at two hundred feet depth, which is enormous pressure, by the way. This means, taking the submarine from a surface cruising standpoint, that nothing in the way of elemental disturbance can damage it structurally. Inevitably she is much more strongly built than vessels that do not submerge. She has to be. No one doubts the reliability of the internal combustion engine of the Diesel type or of the electric motors which drive the craft under water. The case of the Snapper, which slept on the bottom seventy feet under the Boston Light vessel for twelve and a half hours in a hurricane in 1910, shows how a submarine can meet heavy weather.

The danger, of which one hears most frequently when the question of submarines comes up for discussion by those opposed to it, is from chlorine gas. But it is regarded by many as more of a theoretical danger than an actual one. Chlorine gas can generate only when salt water gets into a storage battery, and these batteries in the submarines are encased in watertight steel compartments. Again, the gas can be generated only when the batteries are charging—and they are not charging when a boat is submerged. With a submarine in first-class condition, as any warship is supposed to be at all times when in commission, the danger of gas explosion is held to be negligible.

As a matter of fact, the great danger which a submarine faces is the common one to which all craft of whatever type are subject—collision. The danger of being rammed is the one to be feared. So far as ramming of another craft by a submarine is concerned serious results to either vessel are unlikely to follow impact. When the craft is under water, she is really balanced in the fluid, is as light as a feather, in other words. Submarines bump into rocks repeatedly and slide off without receiving so much as a dent. Deep submerged running is regarded about as free from hazard as can be imagined; it is only when they travel within range of hulls of vessels that they are in peril.

Cause of Accident. As to the nature of F-4's accident there can be nothing but conjecture until she is raised and examined. The fact that oil was found floating on the water over her indicates merely that her hull sprung under water pressure, releasing the crude oil fuel. She was tested, as in every case, to a depth of 200 feet; when located she was lying in 320 feet of water, which would account for the springing of the steel sides. There may have been an explosion, she may have been rammed; she may have had a hatch open when a wave came aboard; there are several of the mishaps that might have brought about her loss.

Before this disaster our navy had never lost a man in the submarine service for a boat. We have fifty submarines; Great Britain, according to Jane's Fighting Ship Register, has seventy-five; Japan, thirty; France, seventy-six. All these nations and Holland have submarines which are practically of the American, or Holland, type of diving boat, while many of Germany's forty-four submarines are said to infringe upon the Holland patents.

Dating from March 1904, there have been sixteen fatal submarine disasters throughout the nations of the world. Great Britain has had seven; Russia, two; France, four; Italy, one; Japan, one; Germany, one, and the United States, one. Some of the disasters to English submarines were: B-1, explosion of gasolene—no longer used as a fuel on American boats; A-1, rammed and sank; B-2, rammed by Hamburg-American liner Amerika and sank; A-7, rammed. Considering the great number of submarines in use and the constant tests to which they are subjected, the record of accidents is small. Total accidents connected with our surface vessels—namely those aboard the Bennington, and turret explosions on the Georgia and other battleships—make a list that is long, and includes the loss of many lives.

Naval officers, attached to the submarine service, with whom the writer has talked, consider the submarine about as "fool proof" as a vessel possibly can be. Every mechanical detail is exact and uncomplicated; every point of construction is perfect. Almost without exception it has been some extraneous cause that has brought about the loss of a submarine. Contrary to the impression a boat of the Holland type dives with ballast tanks almost full. They all carry reserve buoyancy. When diving the boat is kept down by a hydroplane rudder; if the machinery breaks and the rudder goes out of commission the craft arises automatically. In a recent test off New London the diving rudders were purposely left adrift. The result was that the boat dived sixty feet and came up; she repeated "porpoising" throughout the time her rudder hung useless.

Diving Far Down. Once in one of the early submarines a naval lieutenant was being instructed in the operation of the craft by an experienced builder. A dive was started, and the builder finally noticed that the officer was taking the craft to a great depth. He suggested that they stop diving, but the suggestion was not heard, and the boat continued her descent. At 150 feet she landed upon a rocky slide off, and went lower. By this time the builder had taken hold, but not before the craft was on the

bottom. The rotary pumps, because of the great water pressure, did not eject water from the tanks in sufficient quantity to cause her to rise. But an hour's assistance of the hand pumps did the work, and the boat rose from the bottom and came to the surface. In the later type of boats no one worries about lying on the bottom.

When a boat dives to sleep on the bottom she will add a little water in her tanks at a certain depth. This causes her to hang a moment. The addition of more water will cause her to sink until she meets the lower temperatures of deeper waters. She will then hang again until the hull adjusts itself to the coldness of the water. In this way she settles gently to the bottom. When the vessel is to arise from the floor of the sea, the tanks are pumped out, and she comes up. Submarine men say there is not the slightest sensation of unpleasantness, or any other sensation, for that matter, in living aboard a "sleeping" vessel.

All in all, the service aboard a submarine is arduous and uncomfortable, but in war time their value undoubtedly would be such as to enlist the enthusiasm of the great bulk of officers eager to serve their country in striking manner.

CHURCH SERVICES. St. John's Cathedral, Hongkong.—8th Sunday after Trinity, 25th July, 1918. Holy Communion (8.5 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Ouseley. Psalms: of the 25th morning. Te Deum: Lawes, Cooke, Hopkins. Benedictus: Barnby. Hymns: 290, 418. Evensong (5.45 p.m.) Responses: Ferial. Psalms: of the 25th evening. Magnificat: Wesley (1st morning). Nunc Dimittis: Cooke (1st evening). Hymns: 550, 270, 437. N.B.—Psalms 119, verses 73, 76, 80, 81, 86, 88, 89, 94, verses 95, 103 G. P. in unison.

St. Peter's Church, West Point.—8 a.m. Holy Communion. 11 a.m. Morning Prayer and sermon. Preacher.—Rt. Rev. the Bishop of Victoria.

St. Andrew's Church, Kowloon.—8th Sunday after Trinity, 25th July, 1918. Morning Prayer. Responses: Ferial. Venite: 25th Morning. Psalms As Set. Te Deum: Blissett. Jubilate: Hayes. Hymns: 15 (2nd tune)—145-247. National Anthem. Evening Prayer. Hymn: 357. Responses: Ferial. Psalms: As Set. Magnificat: Barnby in F. 29th Morning. Nunc Dimittis: Wickes 10th Evening. Hymns: 209-261-20. Kyrie: Dryer. National Anthem.

Union Church, Kennedy Road.—Morning. 11. Hymns 429, 534, 423 Paraphrase 30 Evening, 6. Hymns. 384, 17, 226, 432. Preacher, Rev. J. Kirk Macdonald.

The Collections at both Services will be given to the Kwangtung Flood Relief Fund.

The Gospel Hall.—38 Queen's Road, (3 Doors from bottom of D'Agular Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m. Exposition of Scripture, Saturday at 8 p.m. Prayer Meeting.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldier's and Sailor's Home Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Tien-yi.—Low Masses at 6, 7 and 9 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

AMONG THE TURKS. The Submarine Scare in The Sea of Marmora.

Gallipoli May 23 (Via Buo-larest, Wednesday). Out of the west comes the rumble of distant guns. Salvo follows salvo with a clocklike regularity. When the sun sets, this echo of war ceases. The quiet of a deserted city settles over all.

Last night I left Constantinople in a 100 tons Bosphorus freight boat. Our cargo was stowed and ready before sundown, but the fear of the restive submarines that haunt the Sea of Marmora stayed our sailing until near midnight. We carried bread, cigarettes, and barbed wire, which I have come to consider the staples of war. A half moon silvered the dome of the Mosque of Seven Minarets and turned the phosphorescent waters of the Golden Horn into a path of diamonds as our paddles churned them into foam. Post Seraglio Point, leaving Pera a mountain of twinkling stars behind us, we plunged into the dark opening of the Sea of Marmora. The picture astern was a true page from the "Arabian Nights," with Stamboul sleeping in the moonlight. Thoughts of visitors and barems and bowstrings faded when we came abreast of the powder works. Here was a scene of modern war. Eight towering chimneys belched forth vast clouds of smoke and flame that told of the frantic struggle going on to keep up the supply to feed the furnace of death.

Rifle Shots at "Submarines." Now out from the hold come twelve Turkish soldiers carrying their guns at the ready. These take station along the starboard and port rail, six on each side. They strain their eyes over the waters, searching for the dread submarines. To their excited imaginations every porpoise is a periscope. Time and again they fire into the flood, the crack of their rifles tending to quiet their apprehensions. Though I searched for hours through my glasses, I saw nothing that could have warranted this waste of ammunition. Spreading a blanket on the paddle-box, I got some sleep in the pauses of the firing.

Next morning's sun found our ship well out in the broadest part of the sea of Marmora. The guard was still posed on the watch for underwater craft, but they shot more infrequently now. The green fields of the peninsula appeared like a panorama to starboard as the paddle-wheels held to their regular throbbing.

A Cave Refuge for Headquarters. In the late afternoon we came abreast of Gallipoli. The land comes down to the sea in a high cliff shaped like a badly cut loaf of bread. A white lighthouse tops the cliff, and into its sides ran deep caves. Here the population found shelter during the bombardment. The largest one was appropriated for the headquarters and another sheltered the telegraph station.

The mosque is a blackened mass of ruins, and the burnt-out buildings that spot the town show the work of the big English guns. Yet Gallipoli is by no means destroyed. That the initial bombardment was justified is patent from the fact that the Headquarters Staff of the Turkish Army was stationed here. At that time it was the base for the troops operating further down the peninsula, and while undefended in the sense that no forts exist, still it was certainly a legitimate point of attack. No shell has fallen here for some time, and gradually the frightened people are finding their way back to their homes. The base has been changed to a place which I cannot name. Here is a camp on the hillside comes down to the water of the quiet bay, where some twenty transports lie.

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CHURCH SERVICES. St. John's Cathedral, Hongkong.—8th Sunday after Trinity, 25th July, 1918. Holy Communion (8.5 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Ouseley. Psalms: of the 25th morning. Te Deum: Lawes, Cooke, Hopkins. Benedictus: Barnby. Hymns: 290, 418. Evensong (5.45 p.m.) Responses: Ferial. Psalms: of the 25th evening. Magnificat: Wesley (1st morning). Nunc Dimittis: Cooke (1st evening). Hymns: 550, 270, 437. N.B.—Psalms 119, verses 73, 76, 80, 81, 86, 88, 89, 94, verses 95, 103 G. P. in unison.

St. Peter's Church, West Point.—8 a.m. Holy Communion. 11 a.m. Morning Prayer and sermon. Preacher.—Rt. Rev. the Bishop of Victoria.

St. Andrew's Church, Kowloon.—8th Sunday after Trinity, 25th July, 1918. Morning Prayer. Responses: Ferial. Venite: 25th Morning. Psalms As Set. Te Deum: Blissett. Jubilate: Hayes. Hymns: 15 (2nd tune)—145-247. National Anthem. Evening Prayer. Hymn: 357. Responses: Ferial. Psalms: As Set. Magnificat: Barnby in F. 29th Morning. Nunc Dimittis: Wickes 10th Evening. Hymns: 209-261-20. Kyrie: Dryer. National Anthem.

Union Church, Kennedy Road.—Morning. 11. Hymns 429, 534, 423 Paraphrase 30 Evening, 6. Hymns. 384, 17, 226, 432. Preacher, Rev. J. Kirk Macdonald.

The Collections at both Services will be given to the Kwangtung Flood Relief Fund.

The Gospel Hall.—38 Queen's Road, (3 Doors from bottom of D'Agular Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m. Exposition of Scripture, Saturday at 8 p.m. Prayer Meeting.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldier's and Sailor's Home Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Tien-yi.—Low Masses at 6, 7 and 9 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

AMONG THE TURKS. The Submarine Scare in The Sea of Marmora.

Gallipoli May 23 (Via Buo-larest, Wednesday). Out of the west comes the rumble of distant guns. Salvo follows salvo with a clocklike regularity. When the sun sets, this echo of war ceases. The quiet of a deserted city settles over all.

Last night I left Constantinople in a 100 tons Bosphorus freight boat. Our cargo was stowed and ready before sundown, but the fear of the restive submarines that haunt the Sea of Marmora stayed our sailing until near midnight. We carried bread, cigarettes, and barbed wire, which I have come to consider the staples of war. A half moon silvered the dome of the Mosque of Seven Minarets and turned the phosphorescent waters of the Golden Horn into a path of diamonds as our paddles churned them into foam. Post Seraglio Point, leaving Pera a mountain of twinkling stars behind us, we plunged into the dark opening of the Sea of Marmora. The picture astern was a true page from the "Arabian Nights," with Stamboul sleeping in the moonlight. Thoughts of visitors and barems and bowstrings faded when we came abreast of the powder works. Here was a scene of modern war. Eight towering chimneys belched forth vast clouds of smoke and flame that told of the frantic struggle going on to keep up the supply to feed the furnace of death.

Rifle Shots at "Submarines." Now out from the hold come twelve Turkish soldiers carrying their guns at the ready. These take station along the starboard and port rail, six on each side. They strain their eyes over the waters, searching for the dread submarines. To their excited imaginations every porpoise is a periscope. Time and again they fire into the flood, the crack of their rifles tending to quiet their apprehensions. Though I searched for hours through my glasses, I saw nothing that could have warranted this waste of ammunition. Spreading a blanket on the paddle-box, I got some sleep in the pauses of the firing.

Next morning's sun found our ship well out in the broadest part of the sea of Marmora. The guard was still posed on the watch for underwater craft, but they shot more infrequently now. The green fields of the peninsula appeared like a panorama to starboard as the paddle-wheels held to their regular throbbing.

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DAIRY FARM NEWS.



A CRITICAL INSPECTION
OF OUR
MILK, MEATS, POULTRY AND DAIRY
PRODUCTS REVEALS THE SECRET
OF THE SUCCESS AND POPULARITY OF EVERYTHING
WE OFFER TO THE PUBLIC.

OUR VARIOUS DEPARTMENTS
ARE IN CHARGE OF COMPETENT PERSONS, WHO STUDY
THE NEEDS OF CUSTOMERS AND THE COMMUNITY WITH
THE OBJECT OF FURNISHING THE COLONY WITH
CLEAN & WHOLESOME FOOD.

THE ADVANTAGES WE OFFER, NO OTHER COLONY OR
TOWN IN THE EAST ENJOYS.

OUR WATCHWORDS:
PURITY & EXCELLENCE.



SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$817 1/2	120,000	\$125	all	855	July	700	Oct.	\$12 1/2 for 1914 ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd.	372 1/2	10,000	\$250	50	350	Dec.	305	Oct.	Final of \$4 a/c 1913. Interim of \$18 a/c 1914.
North China Ins. Co., Ltd.	150	10,000	\$15	£3	145	May	133	Jan.	Interim of 12 1/2 p.c. for 1914
Union Ins. Society of Canton, Ltd.	920	12,400	\$250	100	847 1/2	April	700	Oct.	Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	\$240 ex 73	12,000	\$100	60	210	April	192 1/2	Jan.	Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd.	152 1/2	20,000	\$100	20	160	July	140	Oct.	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	\$397 1/2	8,000	\$250	50	395	Feb.	368	April	\$27 for 1913
Shipping. (40 cts. b. x the re-)									
C.M.S.S. Co., Ltd. (turn of \$4.50 per a.)	55	30,000	\$25	all	10	Jan.	5 1/2	Dec.	30 cts. \$1 for 1905
Douglas Steamship Co., Ltd.	55	20,000	\$50	all	36	Mar.	27 1/2	Nov.	Final of 40 cts. making 90 cts for year ending 30.6.14
Hongkong, C. & M.S.S. Co., Ltd.	19	80,000	\$15	all	29 1/2	Jan.	22	Dec.	Final of 3 1/2 m'king 6 1/2 on preferred shares & 5% on deferred shares for year 1913
Indo-China Steam Navigation Co., Ltd.	140	60,000	£5	all	79	Jan.	50	Sept.	Final of 5/- (Coupon No. 24) making 7/- for 1914
Shell Transport & Trading Co., Ltd.	88 1/2	3,797,610	£1	all	106 1/2	Feb.	70 1/2	Sept.	\$1.50 per share and bonus of 40 cents per share for year ending 30/4/15
Star Ferry Company, Ltd.	35	40,000	\$10	all	49	Mar.	40	Nov.	
Refineries.									
China Sugar Refining Co., Ltd.	127	20,000	\$100	all	96 1/2	Feb.	70	Nov.	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	44 1/2	7,000	\$100	all	31	Jan.	17	Dec.	\$3 for 1897
Mining.									
Kailan Mining Admin'n. 30/-		1,000,000	£1	all	4 1/2	Feb.	33/6	Dec.	Interim of 1/- account year ending 30.6.15 (Coupon No. 5)
Raub Australian Gold Min'g Co., Ltd.	37 1/2	200,000	£1	all	31/0	Jan.	1.80	Nov.	1/2 for 1909
Trench Mines Ltd.	32 1/2	160,000	£1	all	39/1	Feb.	19/6	Nov.	1/- interim a/c 1915 paid 12.7.15
Docks, Wharves and Godowns.									
H'kong & K.W. & G. Co., Ltd.	47 1/2	60,000	\$50	all	89	Jan.	73	Nov.	\$3.50 for year 1914
H'kong & W'pos D. Co., Ltd.	76 1/2	50,000	\$50	all	77	Jan.	53	Oct.	\$3 dividend for year 1914
Shai Dock & Eng. Co., Ltd.	51	55,700	£100	all	60	July	50	Dec.	Tls. 5 for 1913
Shai & H'kew W. Co., Ltd.	92	36,000	£100	all	109	Jan.	82 1/2	Dec.	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands	194	13,000	£100	100			94		Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	116	20,000	\$50	50	128	July	120	Dec.	\$2.50 for half year ending 31/12/14
H'kong Land Investment Co.	112	50,000	\$100	all	117 1/2	July	98	Nov.	\$3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	164	150,000	\$10	all	94 1/2	Jan.	7	Nov.	45 cents for year 1914
H'loon Land & Building Co., Ltd.	40	6,000	\$40	50	45 1/2	Jan.	44	Feb.	Final of 6 p.c. making 12 p.c. for 1914
Shanghai Lands	104	78,000	£50	all	98	Dec.	89	Oct.	\$2.25 for half year ending 31.12.14
West Point Building Co., Ltd.	72	12,500	\$50	all	73	June	66	Feb.	\$4.09 for 7 months ending 31.12.14
H'kong Central Estates	100	10,000	\$100	all			100		
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	175	20,000	£30	all	138	July	135	May	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	146	125,000	\$10	all	84 1/2	Mar.	7	June	50 cents 31/7/08
Kung Yik	14	75,000	£10	all	144	Jan.	11	Mar.	Tls. 1.20 for year ending 30/11/14
Laou Kung Mow	87 1/2	8,000	£100	all	110	Feb.	70	May	Tls. 12 for 1913
Shanghai Cottons in Shai	199	40,000	£50	all	135	Feb.	70	Nov.	Div. Tls. 6. Bonus Tls. 4. Extra (Bonus Tls. 1, year endg 30/6/14
Miscellaneous.									
China Borneo Company, Ltd.	10	60,000	\$10	all	12	May	10	Dec.	85 cents for 1914
China Light & Power Co., Ltd.	4	50,000	\$5	all	4.90	July	4	April	6% for year ending 28.2.06
Do. (Spec. shares)	4	50,000	\$1	all	9	Jan.	7	Nov.	70 cts. for 1914
China Prov. L. & M. Co., Ltd.	8.30	125,000	\$10	all	39	June	35	Aug.	\$1.50 for year ending 31/7/14
Dairy Farm Company, Ltd.	834	40,000	£3	all	6	Jan.	3	Dec.	50 cts. for 1914
Green Island Cement Co., Ltd.	6.85	400,000	\$10	all	6.90	Jan.	5	Nov.	\$2.00 per share for 1914
Hongkong Electric Co., Ltd.	42	60,000	\$10	all	49	Jan.	36	Nov.	Final of \$6 mak'ng \$8 for 1914
Hongkong Ice Co., Ltd.	185	6,000	\$25	all	217 1/2	July	174	Dec.	Final of \$1 mak'ng \$2 for 1914
Hongkong Rope Mfg. Co., Ltd.	226	60,000	\$10	all	25	June	22	Apr.	
Hongkong Tramway Co., Ltd.	5	325,000	5/-	all	13 1/2	July	7 1/2	Feb.	Interim of T. 1 making T. 2 a/c 1913
Langkats	38 1/2	250,000	£10	all	64 1/2	Mar.	28	Dec.	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Peak Tramway Co., Ltd. (Old)	93.30	25,000	\$10	all	10 1/2	Jan.	9 1/2	June	None
Do (New)	80 cts. b.	50,000	\$10	all	93 cts. Jan.		81	Dec.	\$1.50 for 1910
Philippines Ltd.	4	75,000	\$10	all					35 cts. for year ending 31/5/14
H. Price & Co., Ltd.	45	12,000	\$10	all					\$1.00, per share for year ending 31.12.1914
Societe des Pulpes et Papier	20	13,200	\$50	all					50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
teries du Tonkin	320	20,000	\$5	all					\$1.50 for 1914
Steam Laundry Co., Ltd.	31.15	20,000	\$5	all	5.00	June	4	Nov.	
Union Water-boat Co., Ltd.	18	27,723	\$10	all	22 1/2	Feb.	17	Jan.	
Watson and Co., Ltd.	36 1/2	90,000	\$10	all	8 1/2	April	6 3/4	Dec.	
William Powell, Limited.	36 1/2	31,000	\$7	all	9 1/2	Jan.	6 1/2	Dec.	
S. C. Morning Post	29	6,000	\$25	all	30	June	92	Dec.	

WRIGHT & HORNBY, Share and General Brokers 6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, FRIDAY, 1916.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Wright and Hornby in their weekly share report state:—
Our local market has been one of activity during the period under review, and values in many instances show further appreciation on those recorded last week. Indo Chinas have been the centre of attraction. The demand for Rubber shares is increasing and a fairly large business has been transacted in them.
For Silver is quoted at 22 9/16 per oz. for ready.
Exchange on London opened to-day at 1/11/16 T.T.
Banks.—Hongkong and Shanghai Banks continue firm at \$815 after small sales at \$815 and \$817.
Marine Insurances.—Unions have advanced from \$815 to \$920 sales closing with further buyers at the latter figure. Cantonese have buyers at \$372 1/2. Yangtze are quoted from \$150 to \$152 1/2 buyers and Hongkong Fires from \$395 to \$397 1/2 buyers.
Fire Insurances.—China Fires have improved from \$150 to \$152 1/2 buyers and Hongkong Fires from \$395 to \$397 1/2 buyers.
Shipping.—Indo-Chinas have been in great demand and the rate has been forced up from \$118 to \$140 cash with a large business passing at intermediate rates. A very large forward business has also been transacted in this stock chiefly for December at \$130, \$135, \$140, \$145 and \$150. It was announced a few days ago that a dividend of 8 per cent. on the Deferred and 8 per cent. on the Preferred would be recommended at the meeting to be held in London to-day. Douglas's have declined from \$58 to \$54 sales closing steady. Cams and Manilas are 40 cents buyers, Hongkong Canton and Macao Steamboats are \$19 buyers with sellers asking \$20. Shell Transport buyers 88 1/2 and Star Ferries at \$51.

Docks, Wharves and Godowns.—Hongkong Docks have advanced from \$69 to \$73 sales and buyers and Kowloon Wharves have improved from \$70 to \$74 1/2 buyers. Shanghai Docks are Tls. 61 cum dividend and Hongkong Wharves Tls. 62.

Refineries.—China Sugars close firm with buyers at \$127 and Luzons at \$44—these two stocks have been neglected most of the week, but at the close there is a fair demand for them.

Lands, Hotels and Buildings.—There are buyers of Hongkong Hotels at \$115, Hongkong Lands at \$112 at which rate a fair business has been put through. Humphreys Estates at \$81, Kowloon Lands at \$40, and West Points at \$72. Central Estates are steady at \$100.

Mining.—Langkats have buyers at Tls. 38 and sellers at Tls. 39. Tronops are 32 1/2 sellers x div. Kaitas are nominal a \$31, and Kailans have buyers at 30 1/2.

Cotton Mills.—Hongkong Cottons have sold at \$77 and close in further request. Ewo's are Tls. 175 buyers and Shanghai Cottons Tls. 99 buyers. Kung Yiks have advanced from Tls. 14 to Tls. 14 60 buyers.
Miscellaneous.—There are buyers of China Light and Powers at \$4, Dairy Farms at \$34, Green Island Cement at \$8.85, Hongkong Electric at \$42, Hongkong Ices at \$185, Ropes at \$26 and Union Waterboats at \$18.

"Peace at any price." "What is the shape of the earth?" asked the teacher.

"Round."
"How do you know it's round?"
"All right, it's a square, then; I don't want to start any argument."
Columbia Teacher.

Brown: Yes, I'm acquainted with your wife old man. I knew her before you married her.
Smith: Ah, that's where you had the advantage of me. I didn't.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.			
7.00 A.M. to 8.00 A.M.	EVERY 15 MIN.	8.00 A.M. to 10.00 A.M.	EVERY 15 MIN.
10.00 A.M. to 12.00 P.M.	EVERY 15 MIN.	12.00 P.M. to 2.00 P.M.	EVERY 15 MIN.
2.00 P.M. to 4.00 P.M.	EVERY 15 MIN.	4.00 P.M. to 6.00 P.M.	EVERY 15 MIN.
6.00 P.M. to 8.00 P.M.	EVERY 15 MIN.	8.00 P.M. to 10.00 P.M.	EVERY 15 MIN.
10.00 P.M. to 11.00 P.M.	EVERY 15 MIN.	11.00 P.M. to 12.00 A.M.	EVERY 15 MIN.
12.00 A.M. to 1.00 A.M.	EVERY 15 MIN.	1.00 A.M. to 2.00 A.M.	EVERY 15 MIN.
2.00 A.M. to 3.00 A.M.	EVERY 15 MIN.	3.00 A.M. to 4.00 A.M.	EVERY 15 MIN.
4.00 A.M. to 5.00 A.M.	EVERY 15 MIN.	5.00 A.M. to 6.00 A.M.	EVERY 15 MIN.
6.00 A.M. to 7.00 A.M.	EVERY 15 MIN.	7.00 A.M. to 8.00 A.M.	EVERY 15 MIN.
8.00 A.M. to 9.00 A.M.	EVERY 15 MIN.	9.00 A.M. to 10.00 A.M.	EVERY 15 MIN.
10.00 A.M. to 11.00 A.M.	EVERY 15 MIN.	11.00 A.M. to 12.00 P.M.	EVERY 15 MIN.
12.00 P.M. to 1.00 P.M.	EVERY 15 MIN.	1.00 P.M. to 2.00 P.M.	EVERY 15 MIN.
2.00 P.M. to 3.00 P.M.	EVERY 15 MIN.	3.00 P.M. to 4.00 P.M.	EVERY 15 MIN.
4.00 P.M. to 5.00 P.M.	EVERY 15 MIN.	5.00 P.M. to 6.00 P.M.	EVERY 15 MIN.
6.00 P.M. to 7.00 P.M.	EVERY 15 MIN.	7.00 P.M. to 8.00 P.M.	EVERY 15 MIN.
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NOTICES

GENUINE PAINTS MIXED
READY FOR THE BRUSH.

IN HANDY POTS OF 7 LBS. NET.

STOCKED IN HONGKONG

in many shades. Tint Cards on application.

These Paints are especially suitable for up-country use,
for Bungalows, Hospitals, etc., etc.

No thinning with Oil or Turpentine required.

WILKINSON, HEYWOOD & CLARK, LTD.

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HILL'S IMPERIAL

(VIRGINIA CIGARETTE)

IS THE BEST THAT CAN BE HAD FOR

\$1.30 per 100.

BADMINTON MIXTURE

\$1.00 per 1/4 lb. tin.

OBTAINABLE AT

HONGKONG CIGAR STORE.

THE GENUINE ALL-BRITISH POLISH.

NUBIAN

LIQUID WATERPROOF
BLACKING

Self-Polishing. No Brushes required. Also in CROWN for brown boots, shoes, etc.

Applied with a brush or cloth to the leather. Gives an instantaneous brilliant and elastic polish, which lasts a week or more. Does not injure the leather or soil the most delicate clothing. NUBIAN MANUFACTURING CO., LTD., 5, Lorrimer St., London, S.E., Eng.

AN IDEAL DRINK FOR
SUMMER MONTHSWHITEWAY'S
CYDER

SWEET OR DRY.

As supplied to all the leading London Hotels
and Clubs such as Savoy, Claridge, Berkeley,
Trafalgar, Hyde Park and Royal Automobile,
Raleigh and Conservative Clubs.

SOLE AGENTS

H. RUTTONJEE & SON.
WINE & SPIRIT MERCHANTS.

POST OFFICE.

On and after the 17th instant the Let-
ter Boxes in Kowloon will be cleared as
follows:Box No. 3 Sham Shui Po, Week days,
Time Clearance, 9.20 a.m., 3.30 p.m., Sun-
days & Holidays 8.50 a.m.Box No. 4 Commercial Docks, Week
days, Time of Clearance, 9.30 a.m. 3.30
p.m., Sundays & Holidays 9.00 a.m.Box No. 5 Junction Shanghai & Argyle
Sts., Week days, Time of Clearance, 9.35
a.m. 12.40 & 3.35 p.m., Sundays & Holidays
9.05 a.m.Box No. 6 Yaumatei Police Station,
Week days, Time of Clearance, 9.40 a.m.
12.45 & 3.40 p.m., Sundays & Holidays
9.10 p.m.The Harbour Office Telegraphs have
been removed to the G.P.O.Registered Letters to the Caroline, La-
drone, Pelew and Marshall Islands can
now be accepted for transmission.The Services to Germany, Austria, and
their Colonies, and to the Ottoman Em-
pire are suspended.The Mail Service to Canton Chinese
Post Office, Wuchow, Samshui, is resumed
from to-day, parcel post excepted.The Parcel Post to Canton British Post
Office is resumed from to-day.

MAILS DUE.

Europe, Atlantic, 23rd inst.
Shanghai, Sunhang, 25th inst.
Philippine Is., Perla, 26th inst.
Europe, Oriental, 25th inst.
Europe (via Nagasaki) Nera, 28th inst.
America (via Korea) Awa Maru, 1st prox.

MAILS CLOSE TO-DAY.

Swatow - Per DULMAER van TWIST,
24th July, 10 a.m.Batavia, Cheribon, Samarang, Soerabaya,
Macassar & Balikpapan, Port
Moresby (via Batavia) - Per
BANRI M., 24th inst. 10 a.m.Salmon, Straits, Borneo, Cey-
lon, Adelaide, Western Australia,
India, Aden, Egypt & Eu-
rope, - Per ATLANTIQUE,
24th July, noon.Saigon - Per DEVA WONGSE, 24th July,
1 p.m.Straits and India via Calcutta - Per YAT-
SILLI, 24th July, 3 p.m.Philippine Is. - Per YUENSANG, 24th
July, 2 p.m.Japan via Moji - Per TIBODAS, 24th
July, 3 p.m.Shanghai, N. China - Per LIANGCHOW,
24th July, 5 p.m.(Europe via Siberia) Shanghai Br. P.O.
Wednesday 28th July.

MONDAY 26th July.

Haiphong - Per DAIGI M., 26th July, 9
a.m.Wel-hai-wai, Chefoo & Tientsin - Per
KUEICHOV, 26th July, 3 p.m.

Philippine Is. - TEAN, 26th inst. 3 p.m.

Hongkong - Per PHUYEN, 26th July, 5 p.m.

TUESDAY, 27th July.

Shanghai, N. C. Japan via Kobe - Per AT-
SUTA M., 27th July, 9 a.m.Swatow, Amoy, Formosa & Tamsui - Per
DAIJIN M., 27th July, 10 a.m.Japan via Moji - Per HOKUTO M., 27th
July, 10 a.m.Shanghai, North China, Japan
via Nagasaki, Honolulu, U. S.
South America and Canada via
San Francisco and U. Kingdom
via Canada, Europe via Siberia
- Per SHINYO MARU, 27th
July, 11 a.m.Swatow, Amoy & Foochow - Per HAI-
MOU, 27th July, 1.30 p.m.Formosa, via Keelung,
Shanghai, North China, and
Japan via Moji, Victoria, B.C.
and Seattle, U. Kingdom via
Canada - Per SADO M., 27th
inst. 3 p.m.Shanghai, North China - Per SINKIANG,
27th July, 3 p.m.Hohow, & Haiphong - Per LOKSANG,
27th July, 5 p.m.

WEDNESDAY, 28th July.

Shanghai, North China - Per LUOHOW,
28th July, 3 p.m.

THURSDAY, 29th July.

Haiphong - Per SUNGKIANG, 29th July,
9 a.m.Straits, Colombo, Port Said, Marseilles &
U. Kingdom - Per KASHIMA
M., 29th July, 11 a.m.

FRIDAY, 30th July.

Swatow, Amoy & Foochow - Per HAI-
TAN, 30th July, 1.30 p.m.

TUESDAY, 3rd August.

Shanghai, North China, Japan,
via Nagasaki, Honolulu, U. S.
South America, Canada via
San Francisco and U. Kingdom
via Canada, Europe via Siberia
- Per PERSIA, 3rd August, 11
a.m.

WEDNESDAY, 25th August.

Philippine Islands, Australia,
Tamsui, New Zealand via
Port Darwin, New Guinea via
Thursday 1st - Per ORANG-
SHA, 25th Aug. 11 a.m.

SHIPPING NEWS.

ARRIVED.

Atlantic, Fr. s.s. 3,473, Charbonne, 23rd
July - Yokohama, 15th July,
Gen. - M. M.Hainan, Br. s.s. 1,363, A. E. Hodgins,
23rd July - Saigon, 19th July,
Rice - Chinese.Tamsui, Br. s.s. 919, J. Cowan, 23rd July
- Swatow, 22nd July, Gen. - B.
& S.

DEPARTED.

July 23.

Tamsui for Pt. Courtst
Empire for Melbourne via Tamsui
Sangola for Moji via Shanghai
Hsiehling for Foochow via Swatow
Ceylon Maru for Calcutta via Singapore
Hupei for Singapore via SwatowChoysang for Swatow
Chofu Maru for Blithuy
Talingtau Maru for Chihwantao
Bender for Yokohama via Nagasaki
Dalganzan Maru for Hongay
Anhui for Shanghai
Banie Maru for BataviaCLEARANCES AT THE
HARBOUR OFFICE.

July 24.

American for K. C. Wan
S. V. Chichiji Maru for Caroline Island
Atlantic for Marseilles via Saigon
Yahaling for Calcutta via Singapore
Talyo Maru for Newchwang via Talingtau
Nam Sang for Kobe via Shanghai
Nishao Maru for Singapore
Devawang for Saigon
Fausang for Hongay.

WATER RETURN.

Level and Storage of water in
Reservoirs on the 1st July, 1915.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1914	1915
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below

STORAGE IN MILLIONS AND DECIMALS
OF GALLONS.

	1914	1915
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below
Tyram (10th July) Below	10th July	Below

Consumption of water in the City and Hill
District in millions and decimals of gallons during
the month of June, 1915.

	1914	1915
Consumption	118,24	124,60 m. gallons
Estimated population	57,750	57,319
Consumption per head per day	2.03	2.15 gallons
Services to houses in Rider main Districts discon- nected from Rider main and supply given by public fountains up to 25th June and intermittent supply Rider mains in Rider main Districts from 26th to 30th June and during June 1914. Constant supply in all districts during June 1915.		

KOWLOON WATER WORKS LEVEL.

	1914	1915
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below

STORAGE IN MILLIONS AND DECIMALS
OF GALLONS.

	1914	1915
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below
Kowloon (10th July) Below	10th July	Below

Consumption of water in Kowloon in millions and
decimals of gallons during the month of June, 1915.

	1914	1915
Consumption	35,04	37,79 m. gallons
Estimated population	66,700	66,500
Consumption per head per day	1.40	1.77 gallons

The Government Analyst's reports show that the
water is of excellent quality.
Public Works Department.
W. CHATHAM,
Water Authority.

WEATHER REPORT.

On the 23rd at 12.35 - No returns from
Japanese stations.Pressure has increased slightly over
Formosa, the Philippines and the southern
part of the China Sea; it has decreased on
the China Coast.The anticyclone has probably moved
eastwards and decreased considerably in
intensity, centres of low pressure are in-
dicated to the west of Shanghai and the
N.W. of Hainan.Hongkong Rainfall for the 14 hours
ending at 10 a.m. to-day, 0.00 inches.FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.

Forecast.

1 Hongkong and Neighbour-
hood S. & S.W.
winds, moderate;
fair to cloudy.2 Formosa Channel The same
as No. 1.3 South on vt of China be-
tween H.K. and Lamook The same
as No. 1.4 South coast of China be-
tween H.K. and Hainan The same
as No. 1.

China Coast Meteorological Register.

23rd July, a.m.

Station.

Hour.

Barometer.

Temperature.

Humidity.

Wind.

Direction.

Force.

Weather.

Wootock 7a

Nemuro 8a

Hakodate 9a

Kobe 10a

Nagasaki 11a

Kagima 12a

Oshima 13a

Ishijima 14a

Kinkiang 15a

Changsha 16a

Shanghai 17a

Guthrie 18a

Sharp P. 19a

Amoy 20a

Swatow 21a

Tahoku 22a

Tachin 23a

Tahuan 24a

Kobun 25a

P'ores 26a

Canton 27a

H'kong 28a

Gap Rock 29a

Macao 30a

Fuchow 31a

Fahow 32a

Phullen 33a

Tourane 34a

C. St. J. 35a

Apari 36a

Dagupan 37a

Manila 38a

Legaspi 39a

Taoacan 40a

Hollo 41a

Surigao 42a

Labuan 43a

C. W. JEFFRIES, Director.

Hongkong Observatory, July 23.

1 Barometer, reduced to 32 degrees
Fahrenheit on the level of the sea in in-
ches, tenths and hundredths.2 Temperature, in the shade, in degrees
Fahrenheit.3 Humidity, in percentage of saturation
the humidity of air saturated with mois-
ture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort
Scale.State of Weather, b blue sky, c de-
tached cloud, d drizzling rain, f fog, g
gloomy, h hail, i lightning, o overcast, p
raining showers, r equally, r rain, s snow,
t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous

Day On date On date

Barometer

Temperature

Humidity

Wind Direction

Force

Weather

Rain

Highest open air temperature on the 22nd

Lowest

H.K. Observatory, 23rd July.

C. W. JEFFRIES, Director.

TIDE TABLE.

19th July to 25th July, 1915.

High Water

Low Water

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

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AND ORIENTAL S. N. CO.

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Will despatch VESSELS to the Undermentioned PORTS or to
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SHANGHAI Malta
Capt. C. C. Talbot } about 30th July } Freight
R.N.R. } & PassageL'DON via Spore, Penang, Colombo, Port Said and Marseilles Kashgar
Capt. H. N. Rivers } noon 30th July } Freight
R.N.R. } & PassageLONDON via Uthai Ports Malta
Capt. C. C. Talbot } noon 14th Aug. } Freight
R.N.R. } & PassageSHANGHAI, MOJI, KOBE AND YOKO- HAMA Nore.
Capt. D. Asbury } about 26th Aug. } Freight
R.N.R. } & Passage

Subject to alteration without notice.

All steamers are fitted with Wireless Telegraphy.

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E. A. Hewitt,

Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 17th July, 1915

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CHINA 1